FOUNDED IN 1856

RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

FEBRUARY 19, 1951

4259

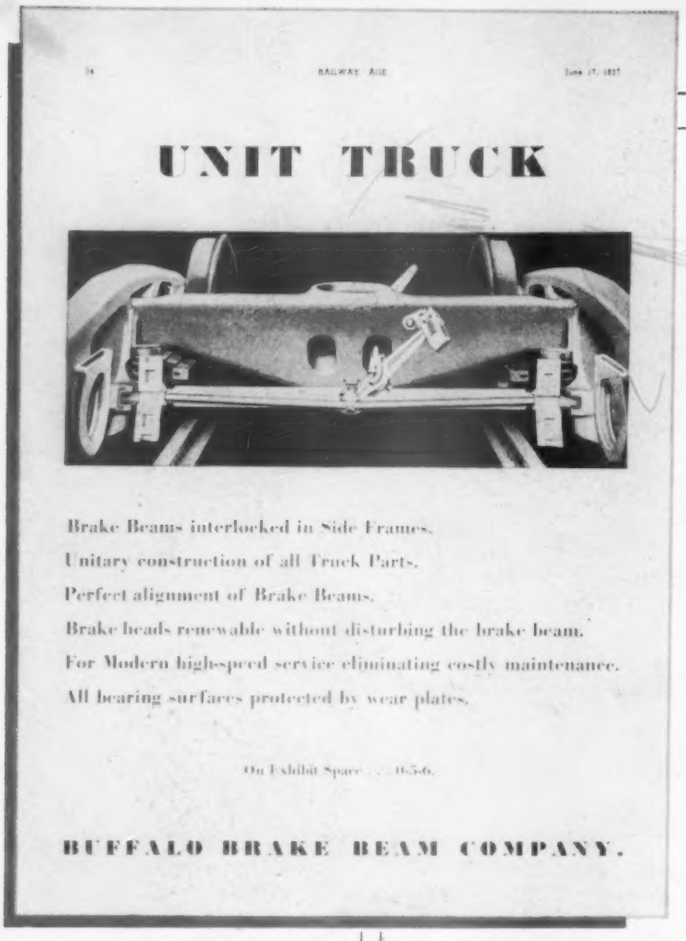
Soo Line fast freight No. 26 crossing St. Croix River Bridge between Minneapolis and Chicago. 4500 H.P. General Motors Diesel locomotives—handling up to 5000 tons without helper service—displaced 4-8-4 steam power taking a maximum of 3800 tons and requiring helper service at three points. General Motors locomotives are the first choice of American railroads because they haul more ton- and passenger-miles in less time at lower cost.

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS • LA GRANGE, ILLINOIS
HOME OF THE DIESEL LOCOMOTIVE

In Canada: GENERAL MOTORS DIESEL, LTD., LONDON, ONTARIO

GENERAL MOTORS LOCOMOTIVES



74 RAILWAY AGE June 17, 1937

UNIT TRUCK

Brake Beams interlocked in Side Frames.
Unitary construction of all Truck Parts.
Perfect alignment of Brake Beams.
Brake heads renewable without disturbing the brake beam.
For Modern high-speed service eliminating costly maintenance.
All bearing surfaces protected by wear plates.

On Exhibit Space . . . 0-5-6.

BUFFALO BRAKE BEAM COMPANY.

Unit Truck's first advertisement, showing a Unit application to a spring-plankless type truck, as it appeared in the June 17th, 1937 Daily Edition of Railway Age.

THE QUALITY OF LEADERSHIP

THE basic quality of leadership lies in the capacity to visualize the shape of things to come — to create for the future as well as for the present — to think ahead.

Almost two decades ago, when Unit Truck was still on the drawing board, its designers foresaw the trend to the spring-plankless freight car truck. The first Unit Truck ever assembled, which was shown at the Atlantic City Convention in 1937, was of spring-plankless design.

The freight car truck is yet to be built that cannot be made a better truck through the application of Unit brake rigging.

UNIT TRUCK

THEY DO A GOOD JOB

AT FROGS
AT SWITCHES
AT CROSSINGS

Despite the severe shocks encountered in day-after-day service, you can count on Bethlehem frog, switch and adjustable-brace bolts doing a good job. This is because they are carefully made of medium-carbon steel, and are then heat-treated. Bethlehem frog, switch and adjustable-brace bolts are made in a wide variety of diameters and lengths, so as to meet all railroad specifications. Frog bolts with square heads are carried in stock for prompt delivery.

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. *Export Distributor:* Bethlehem Steel Export Corporation

BETHLEHEM STEEL

Bethlehem supplies every type of Railroad Fastener

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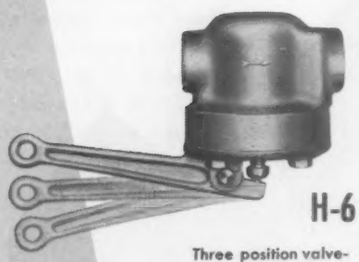
Westinghouse E-2B Multibell Horn

for Dominant, Distinctive Warnings



H-6

Three position valve-positive selection of "city" or "country" volume.

It *dominates*—because its melodious, F-Major tone achieves the highest range of audibility, with a minimum number of standard bells.

. . . Modern design—blends with Diesel lines.

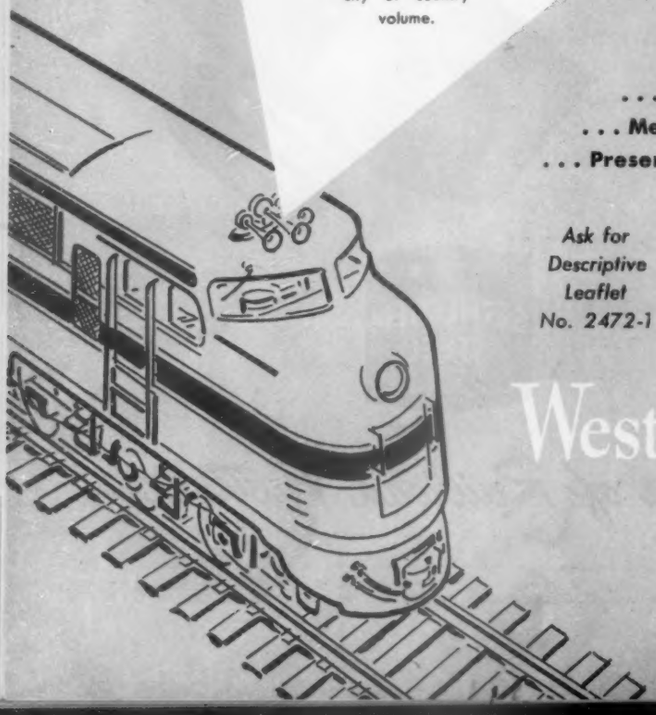
. . . No new operating parts to carry in maintenance stocks.

. . . Minimum maintenance—cannot vibrate out of adjustment.

. . . Completely interchangeable with most present mounting bases.

. . . Metallic Diaphragm—proven by test and 15 years of service.

. . . Present E-2 horns easily converted to new E-2B.



Ask for Descriptive Leaflet No. 2472-1

LET YOUR EAR BE THE JUDGE. Listen to the phonographic recording of the E-2B as well as other types and combinations—all on the same disc for direct comparison. Call or write our district representative for an audition.

Westinghouse Air Brake Co.

WILMERDING, PA.

Vol. 130, No. 8 February 19, 1951

RAILWAY AGE

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H. E. McCandless, Circulation Manager, 30 Church Street, New York 7.

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Railway Signaling & Communications Car Builders' Cyclopedia Locomotive Cyclopedia
Railway Engineering & Maintenance Cyclopedia American Builder
Marine Engineering & Shipping Review Marine Catalog & Buyers' Directory
Books covering transportation and building

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The New "UNION" M-3 and M-23 Electric Switch Machines

The Style M-23 Dual-Control Electric Switch Machine. Style M-3 does not have the dual-control feature.

Among the many improvements incorporated in the new "Union" Styles M-3 and M-23 Electric Switch Machines are . . . as much as 50 per cent increase in power . . . improved efficiency of the time-tested spur and worm-gear drive . . . simplicity of changing gear ratios.

On the M-23, the new Dual-Control Switch Machine, the selector lever operates on the same center as the hand-throw lever . . . also it latches in the same rugged stands that latch the hand-throw lever, and is part of an exceptionally sturdy shifting mechanism which has more positive shifting characteristics.

The new "Union" M-3 and M-23 Electric Switch Machines have many other features . . . too . . . which we will gladly tell you about if you'll ask our nearest district office.

UNION SWITCH & SIGNAL COMPANY

SWISSVALE PENNSYLVANIA

NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

WEEK AT A GLANCE

"AS BIG AS A SEARS ROEBUCK CATALOG"—is the first draft of an omnibus transportation bill drawn up by the staff of the Senate Interstate and Foreign Commerce Committee, as a result of last year's subcommitee hearings, Senator Johnson, committee chairman, told the Washington Traffic Club on February 7. The bill, which will take the place of a committee report, will be "cut down some," the senator added. Meantime, the Railway Business Association is asking other business groups for "frank expressions" of their opinions concerning the R.B.A.'s own recommendations for "sound policies" in transportation, with a view to accumulating "valuable material" for later presentation to Congress. Both developments are covered in the news columns.

IN THE WEEK'S NEWS: C. & N. W.-C. St. P. M. & O. order 72 diesels.—N. Y. C. extends rail-truck service into Massachusetts.—Alldredge suggests more tariff simplification.—Rail service back to normal, after Army's "work or be fired" order proves potent medicine for "sick" switchmen.—Reading orders 30 diesels, 2,000 freight cars.—I.C.C. denies petitions for investigation of long-haul trucking.—Excessive speed, rather than faulty construction of temporary overpass, blamed in I.C.C. hearings for February 6 wreck at Woodbridge, N. J.—Rogers renominated for I.C.C.

OVER A BILLION: Net railway operating income for 1950 just topped the billion-dollar mark—$1,039,834,971, to be exact—according to A.A.R. figures. On this basis, the rate of return for the year was 4.22 per cent, while net income, after interest and rentals, is estimated at $786 million. Detailed figures, including comparisons with 1949, are given in the news.

HIGHEST IN HISTORY: *Never before*, according to the A.A.R. and the American Railway Car Institute, have there been so many freight cars on order at any one time as the 144,758 which were on builders' books on February 1. January orders for 26,356 units, the same sources say, have been exceeded in number in only one month—July, 1950—in the past quarter century. Detailed figures on orders and deliveries, and a prediction that deliveries will soon show substantial increases, are included in the Equipment and Supplies news.

"HEY, RUBE!": There are plenty of men in America today who still vividly remember, as one of boyhood's greatest thrills, going down to the depot to watch the circus unload—the long strings of gaudily painted and mysteriously loaded cars snaking into town in the first eerie light of early dawn, the hard working horses, the ponderous elephants, the glamorous performers. But for the small boys of today such thrills are fewer and farther between. And they may soon disappear altogether, say the owners of the remaining railroad shows, unless railroad rates for transportation of circuses and carnivals can be substantially reduced. The owners themselves want to stick to railroad movement, but it seems to be increasingly hard for them to do so and still compete with truck-hauled shows. And so, for reasons explained on page 24, they are shouting "Hey, Rube!"—the traditional S.O.S. of the carnival world—to the railroads. Without judging the merits of their case, we hope some way can be found to keep the exciting sight of an unloading circus from being blotted out in a cloud of gasoline vapor.

"SUPER CHIEF": The "Super Chief"—crack train of the Santa Fe—became more "super" than ever when complete new car equipment for it—built by Pullman-Standard and American Car & Foundry—was put into service on January 28. The new dome-lounge and dining cars—the former comprising a completely new design—are both described and illustrated in the feature article which begins on page 14.

"LIKE EATING AT HOME": "Not a panacea for all dining car problems—but a practical method of reducing the cost to the passenger for a complete meal, while at the same time cutting down dining car losses on trains catering to some types of travel." That, in effect, is the reaction of Pennsylvania Dining Car Department officers after approximately a year's experience with service of "single entree" meals on several trains. Results of the service to date are summarized, with detailed comparative "before and after" figures, in the article which starts on page 26.

RAIL PROTECTION: Beginning on page 21 is an illustrated account of how the Great Northern—using "home made" equipment and self-developed methods—protects rails from the corrosive effect of salt air along the shores of Puget Sound.

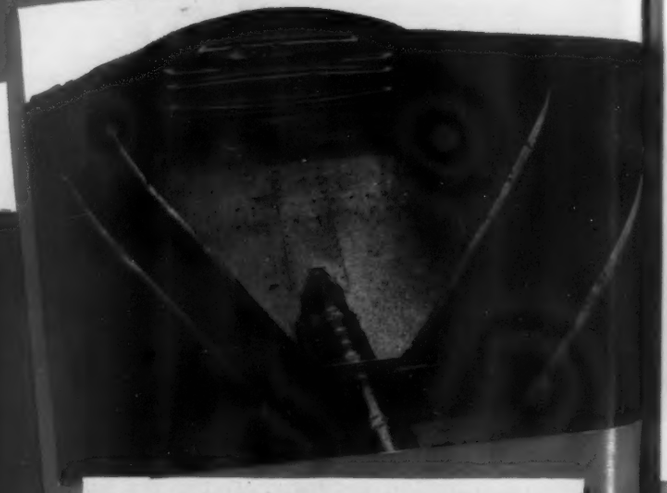
"SUNSET PINK": As a general rule, railroad trains and women's fashions would appear to be about as far apart as the two poles. But when the Southern Pacific, the Budd Company, Harper's Bazaar and a lot of interested department stores get together, so, apparently, do streamline trains and evening gowns. At any rate, "Sunset Pink," the color used in the Budd-built lounge cars of the S.P.'s five new "Sunset Limiteds," is likely to be a popular color in the next few months for a good many different types of feminine apparel, all because of an original, carefully planned and well carried out fashion-travel promotion project, the story of which is told on pages 18-20.

X-1 CHILLED WHEEL: On pages 29 and 30 is a brief description of the AARX-1 chilled car wheel, now officially accepted and in production at all plants.

After 14 years experience

New in 1935
—weight only 34,800 lb.

One of ten Chesapeake & Ohio 50-ton hopper cars with ⅛" sides and ends and 3/16" bottoms —some of the earliest equipment built with U·S·S COR-TEN.



At time of inspection in 1949

Photographs show A and B ends of car. Note the relatively good condition of the extremely light COR-TEN sheets after 14 years' service.

with U·S·S COR-TEN

The Chesapeake and Ohio Railway says:

"We are now rebuilding 8,000 of our hopper cars using High Strength Steels in conventional thicknesses. We are aiming for several years of additional service life to avoid costly intermediate repairs and maintenance. Based upon our fourteen-year test of High Strength Steels, we expect to accomplish both."

★ ★ ★

HERE'S a case history of interest to every railroad officer concerned with the improvement of freight car efficiency.

The Chesapeake and Ohio was one of the first railroads to apply U·S·S COR-TEN in freight car construction. In 1935 they bought a test lot of COR-TEN hopper cars of 50-ton capacity using 1/8" sides and ends and 3/16" bottoms, weighing only 34,800 pounds.

Six of these COR-TEN hoppers were inspected in 1949. After 14 years' regular service the original sheets were still in the cars, although some had been patched. C & O representatives stated that the condition of the sides and bottoms showed that in the worst of the cars, both had lasted 12½ years before requiring replacement. They also reported that copper steel used in *heavier* thicknesses, 3/16" sides and 1/4" bottoms, lasts from 11 to 14 years in similar service.

Recently, with a big rebuilding program in mind, the Chesapeake and Ohio was faced with an important decision. Not satisfied with the service life of its copper steel hopper cars, its first thought was to increase the thicknesses of side sheets to 1/4" and bottom sheets to 3/8". But this would increase car weight approximately 4,000 lb. and would decrease carrying capacity. On 8,000 cars this would have meant a big sacrifice in revenue.

The good performance of COR-TEN in the extremely lightweight hoppers suggested a promising alternative. Instead of using heavier copper steel sheets, High Strength Steel in the original copper steel thicknesses (3/16" sides, 1/4" bottoms), would cost only $25.00 more per car and should give longer life with no increase in weight and no decrease in payload capacity. The decision was made in favor of using High Strength Steel.

AMERICAN STEEL & WIRE COMPANY, CLEVELAND · COLUMBIA STEEL COMPANY, SAN FRANCISCO
NATIONAL TUBE COMPANY, PITTSBURGH · TENNESSEE COAL, IRON & RAILROAD COMPANY, BIRMINGHAM · UNITED STATES STEEL COMPANY, PITTSBURGH
UNITED STATES STEEL SUPPLY COMPANY, WAREHOUSE DISTRIBUTORS, COAST-TO-COAST · UNITED STATES STEEL EXPORT COMPANY, NEW YORK

USS TRADE MARK

U·S·S HIGH STRENGTH STEELS

UNITED STATES STEEL

4 REASONS *why* OKONITE *Signal and Control cables give you* EXTRA *circuit security*

For control circuits to switch machines, switch circuit controllers, point detectors, train stop mechanisms, and other critical traffic control circuits, only the best electrical cable is good enough.

To contribute to perfect functioning of control circuits, The Okonite Company uses materials and methods which are superior to those in general use. These four basic differences are the reasons why Okonite cables have such an outstanding record for providing uninterrupted service:

1. Premium materials are used. For example, natural rubber has proved to be the best of all materials for insulation. And of all rubbers, Wild Up-River Fine Para is the most stable and has the greatest dielectric strength.

2. Superior manufacturing techniques are used. For instance, the Okonite strip process centers conductors perfectly in a uniform wall of insulation and jacket, eliminating chances of failure due to "thin spots."

3. Extra precautions are taken in testing and inspection. Final tests on all Okonite-Okoprene cables, for example, are the most severe high-voltage a-c and d-c tests in the industry. These super-voltage tests check out even the tiniest concealed imperfections.

4. The Okonite research program, devoted wholly to the purpose of improving insulated cables, has constantly maintained the initiative in introducing new developments to the cable industry. But every improvement in cable design first undergoes months—even years—of grueling tests in our proving grounds and in actual service before being offered to the user.

For further information on why Okonite signal and control cable is a sound investment in circuit security, call in your Okonite representative or write to The Okonite Company, Passaic, N. J.

THE BEST CABLE IS YOUR BEST POLICY

OKONITE SINCE 1878 *insulated wires and cables*

8866

GRATITUDE FOR PROFITLESS PUBLIC SERVICE

The clamor of the politicians in search of a likely scapegoat, following the tragic derailment of a Pennsylvania Railroad commuter train at Woodbridge, N. J., on February 6, falls into the familiar "spoiled child" pattern — the more that is given in the way of an essential service at less than cost, the less likely political spokesmen seem inclined to show gratitude when the service suffers some misfortune. Such reaction raises once more the question: How much longer can the railroads afford to continue, in its present form, the philanthropy known as suburban passenger service?

When an operation of this kind goes along year in and year out without misadventure, the railroad involved usually incurs regular losses. But beyond these actual deficits there is always present — when a thousand or more people are carried on one train, and trains are operated on short headway—the unavoidable "exposure" to the once-in-a-generation disaster, with staggering liabilities. Every railroad which has this problem to face must, of course, deal with it in the light of its own peculiar circumstances — but there has been mighty little experience in recent years to make any railroad enthusiastic for continuing these operations in their traditional pattern.

There was once a time, of course, when there was more of a plus side to suburban passenger operations than now exists. That is, this service used to give rise to a lot of local freight business, which of necessity moved over the railroad which served the particular suburban area. Now, however, most local freight traffic around the large cities moves by truck. Moreover, with the construction of high-speed highways in urban zones, a large proportion of the full-rate passengers, who formerly helped to mitigate the losses on the multi-ride traffic, now travel by bus or private automobile.

Service Without Advantage

If persuasive evidence could be discovered that the railroads were making valuable friends for themselves—for instance, winning a generous level of freight rates and liberal patronage for their freight services because of generosity to commuters, something might still be said to the credit of this service. However, such an advantage, if it exists, is mighty hard to detect. Superficial observation, on the contrary, suggests that relatively few commuters are aware that they are recipients of any noteworthy favors. The railroads have told their story more often to the regulatory commissions than to the regulators' bosses — that is, the general public.

The people in metropolitan suburban areas cannot very well dispense with the transportation service the railroads are providing. The alternative is for them to travel to and from work by highway — which all competent studies of urban transportation have shown to be prohibitively expensive in most congested areas of large population, *when total costs are taken into account.* Inexorable competitive pressures and inflationary increases

in costs are making it more and more difficult for the railroads to continue to bear as much of the cost burden of this service as they have done in the past. It inevitably follows that the customers or someone else (perhaps the taxpayers) are sooner or later going to have to take over all or most of the deficits now borne by the railroads.

Startling Lengths

The fact of the matter is that responsible public authorities have evidenced a willingness to go to really startling lengths in relieving a carrier of the customary costs of suburban train operation — if they are confronted with the alternative of unsatisfactory service, or no service at all. This evidence appears in the report of the three-man board, appointed by New York's Governor Dewey to make recommendations for the future operation of the Long Island Railroad. It is true that this board wants to socialize the property under state ownership — but the purpose of this device is not government ownership as an end in itself, but as a convenient stratagem to relieve the railroad of a lot of charges usually but not necessarily associated with private ownership. Listed below are the concessions, largely at the expense of the taxpayers (and also at that of the present owners of the property), which Governor Dewey's board asks for the Long Island as a socialized railroad:

1. That the proposed Long Island Railroad "authority" acquire the railroad at a "realistic price" (the board asserting that the road's stock is "worthless" and that "the bonds, if of any value, are worth far less than their face amount").

2. That the road be financed henceforth by bonds, yielding a low interest return because of exemption from state and federal income taxes.

3. That the debt of the railroad to the state for the carrier's share of grade crossing elimination cost — estimated at $10,000,000 — be cancelled.

4. That property and franchise taxes, which amounted to $3,700,000 in 1950, be eliminated; and that unpaid taxes, now totaling $8,000,000 be reduced or forgiven.

5. That joint arrangements the road now has with the Pennsylvania Railroad be reviewed, with the object of reducing the Long Island's contribution; and that larger divisions be sought on interline freight charges.

6. That the Interstate Commerce Act be modified to remove the railroad very largely from the jurisdiction of the Interstate Commerce Commission, especially as to intrastate rates, abandonment of lines, issuance of securities and signal control; and that the application of the Railway Labor Act to the road's employees be subject to some limitations.

7. That the railroad be free, also, from the jurisdiction of the state public service commission as to intrastate rates (initially, it is suggested, at rates about 20 per cent higher than those now in effect).

With these concessions, the inquiry board believes the credit of the proposed "authority" would be established, and that it would be able to sell bonds to finance a program of improvements estimated to cost $67,500,000.

Socialization of the country's railroads — of which this Long Island project could be a prototype — would be a rather expensive process, not only to railroad security owners but to the taxpayers as well, if these stipulations for the Long Island should become an accepted pattern. A wide dissemination of these proposals among the intelligent public should have a salutary educational effect. They ought to make particularly timely reading for beneficiaries of all varieties of philanthropic services by the railroads. Those with eyes to see should be able to draw their own lessons from such handwriting on the wall.

IMPROVEMENT IN CAR INTERCHANGE

If freight car interchange at Chicago can be considered as typical of the country at large, then there was a general improvement in mechanical conditions, methods of loading and handling cars in 1950 compared with 1949. Records of the Chicago Car Interchange Bureau show, for example, that 4,149,323 loaded cars were interchanged at the Chicago gateway last year, or about 400,000 more than in the preceding 12-month period. In spite of this considerable increase in business, there was a definite decrease in the number of (1) cars transferred, (2) unfit and unclean cars rejected where furnished on specific orders, (3) cars loaded in violation of Association of American Railroads loading rules, and (4) delays to perishable freight because of defective equipment.

The performance as regards open-top cars requiring adjustment and resecurement, because of shifting of loads in transit, was slightly less favorable. Last year the number totaled 11,073 cars as compared with 10,738 cars in 1949. This suggests a major opportunity for economy and improved service by more careful handling of loaded open-top cars on the road, and especially in switching.

Particular interest centers in the number of carloads transferred, which totaled 233 cars by 35 Chicago roads in 1950, as compared with 280 cars in 1949. The average performance was one car of each 17,808 transferred against the delivering line. Twelve roads made a less favorable showing than the average and cannot charge all of their relatively poor record in this respect to traffic volume, high percentage of foreign cars on line or other similar factors.

The number of cars received at Chicago and not loaded in accordance with A.A.R. loading rules dropped from 295 in 1949 to 190 in 1950, thus indicating appreciable success in the campaign which individual roads and the A.A.R. have been conducting for many months to secure more safe and satisfactory loading of all types of freight cars.

Similarly, the number of bad-order and unclean cars

rejected in interchange and returned was nearly halved in 1950 as compared with 1949; empty hopper and gondola cars interchanged with open or improperly secured doors were about the same in both years; only one of each 5,374 carloads of perishables failed to reach destination as intended in 1950, as compared with one in 111 cars in 1930 when the bureau was given jurisdiction over this detail.

Close inspection of cars involved in damage claims by one large shipper indicated a preponderance of defects in doors, sidings, bulkheads, and roofs. There has also been some increase in the number of wheels changed because of cut journals, but in spite of the need for further intensive work in many details, the indications are that railroads individually and collectively did an appreciably improved job of freight-car maintenance, inspection and handling in 1950 as compared to 1949.

LABOR MONOPOLIES

The strike of switchmen belonging to the Brotherhood of Railroad Trainmen was broken by government edict. But what was the power that enabled a small number of men almost to stop operation of the nation's railways and bring its industry to a standstill? It was the *power of monopoly*—monopoly of the manpower required for making up and breaking up trains in yards and terminals. Who gave the trainmen's union this power? The same goverment that had to resort to coercion by edict to break the strike. How did the government give the union its great power? By legislation exempting labor unions from the antitrust act. This act formerly prohibited *all* monopolies — i.e., all combinations and conspiracies in restraint of trade or commerce.

It was the legislation exempting labor unions from the antitrust act that made it possible for any labor union to get a nationwide monopoly of the manpower required to do any particular kind of work. Hence it was, fundamentally, this legislation that made it possible for the members of this union to stage a nationwide strike which could be broken only by an edict issued by authority of the President under his "emergency" powers. Other legislation weakened the railroads' ability to combat strikes, and thus contributed to causing this one — but there could be no nationwide strikes if nationwide monopolies of labor had not been legalized. The result is that we have government by edict of the President instead of government established by the Constitution of the United States.

What is to be said and done about governmental policies that enable private organizations to acquire, possess and exercise so much power that they can be prevented from destroying the national economy only by presidential edicts? In a republic great power is supposed to be possessed only by the people, and such power as they delegate to government is supposed to be exercised through laws passed by legislators elected by the people and enforced strictly in accordance with their letter and spirit by executives also directly or indirectly chosen by the people. When this process is abandoned or overthrown, the question arises whether the republic still exists. The American tradition calls for government by laws, rather than government by men.

As long as many labor unions, railway and otherwise, have the power of nationwide monopoly, the nation will be in danger of ruinous strikes that it may be possible to terminate only by more presidential edicts. Republican government cannot long endure if presidential edicts to settle great labor disputes are to be substituted for laws passed by Congress and enforced by the executive branch of government.

PATTERN FOR COOPERATION

"Railroads provide an outstanding example of the kind of practical cooperation that can be achieved between Canada and the United States. I say with every confidence that there is no other aspect of economic activity in which the efforts of Americans and Canadians are better coordinated, or the facilities better integrated, than in the railroads. This development came about with no fanfare, and it required no prolonged negotiations to bring it into effect. It is of such long standing that generations have grown up taking its existence for granted.

"It began in 1883 when American and Canadian railroads accepted the then-startling idea of standard time—conceived in Canada by a Scots railroader, Sir Sandford Fleming. Since then the railroads of both countries have kept closely in step. We long ago adopted a standard rail gage and technical standards for rolling stock, with the result that our freight and passenger equipment can be freely interchanged. On any given day there will be many thousands of Canadian freight cars operating on American lines, and some thousands of American cars being operated by Canadian railroads. Our freight and passenger schedules are tied together in order to facilitate the smooth flow of travel and commerce between our two nations. Our systems of signaling and dispatching and our operating rules are so similar that our personnel could be exchanged with relatively little difficulty.

"Canadian railroads own and operate thousands of miles of trackage in the United States and American companies do the same in Canada. The railroad systems of North America could combine their resources into a common pool to meet any emergency. Railroaders, then, have long anticipated the kind of economic integration envisaged by the war-time Hyde Park agreement between our countries and the extension of it made last October."—*From an address by Donald Gordon, chairman and president of the Canadian National, to the Canadian Society of New York, February 9.*

New Equipment for the "Super Chief" Includes Dome Cars

Santa Fe's all-new No. 1 passenger train has many novelties, including a "Turquoise Room" in the dome-lounge car

Complete new car equipment which the Atchison, Topeka & Santa Fe placed in service January 28 on the daily "Super Chief" between Chicago and Los Angeles, Cal., includes bedroom-roomette cars, drawing-room-compartment-bedroom cars, observation-sleeping cars, dome-lounge cars and diners. These cars were built by the Pullman-Standard Car Manufacturing Company and the American Car & Foundry Co.

The dome-lounge cars, built by Pullman-Standard, comprise a completely new design including a "Turquoise Room" seating up to 13 which may be arranged for private dining parties, as an outstanding new feature. Other accommodations in the car include the lower cocktail room and bar with a seating capacity of 10; main lounge room, seating 18; parlor-observation dome, seating 16; and a private writing-desk room, or five rooms in all. The total seating capacity is 57.

The "Turquoise Room" is notable for distinctive silver and gold decorative treatment consisting of Vinylite on the side and end walls with accordion-type sliding doors covered with the same material in harmonizing color. These doors may be left open, or closed for privacy, whichever suits the occasion. Golden-tint plate mirrors line the side wall above the banquette seating arrangement. Gold-colored draperies are used at the windows and door portieres at one end of the room segregating it from the lower cocktail lounge. The tables can be arranged for cocktail service or dining.

The lower cocktail lounge is modernistic in design. The front of the bar is covered with a Vinylite material in a cherry red of quilted design, applied by the use of brass-colored oval-shaped snap-on moldings, typical of the Southwest. A large portion of the side wall is covered with flesh-tinted mirrors which add to the beauty and warmth of the room and give a feeling of spaciousness.

Dome Car Construction

The large main lounge has a new and unique arrangement of furniture. A diagonal seat for card playing with pull-up chairs is located at the forward end of the room. Done in colors of the romantic Southwest, this room also includes two modern sofas along with several lounge chairs and built-in seating units, all of which are arranged to give passengers an unobstructed view of scenery through opposite windows. The color scheme of the main lounge room is also carried out in the dome which utilizes for the first time revolving parlor type seats giving maximum comfort and enabling passengers to view the scenery from every angle.

The cross section outline and floor height of the dome-lounge car is the same as standard lightweight passenger cars, except that at approximately the center of each car a 2-ft.-high dome is added, which raises the roof at this portion of the car to 15 ft. 6 in. above the rail. For the length of the dome compartment, the cars have two levels, the upper level being the floor in the dome, and the lower level depressed into the underframe. The passageway around the lower level is intermediate in height, being connected to the floor level at the ends by ramps.

The car is 86 ft. 6 in. over coupler pulling faces and has a distance between truck centers of 61 ft. The height from top of rail to top of floor at the ends is 4 ft. 3 in.; top of rail to top of floor at the lower level room, 23 1/16 in.; top of rail to top of floor at the dome passageway, 8 ft. 8 in.

The general construction of this car employs low-alloy high-tensile steel of riveted and welded design for the car-body framing. Exterior sheathing is of stainless steel with flat surfaces between the windows and on the ends, while a fluted design is applied at the letter-board and below the windows.

The underframe is of welded high-strength low-alloy steel. The center sill between bolsters up to the lower level under the dome consists of two A.A.R. Z-26 sections, 31.3 lb. per ft., with top flanges welded together continuously. The center sill is welded behind each bolster to a separately constructed built-up draft sill. At the lower level under the dome, the Z-26 center sill stops and is attached to heavy Z-sections placed crosswise of the car. These beams are connected at the ends (or side posts) to box-section members which serve as the center sill for this portion of the car.

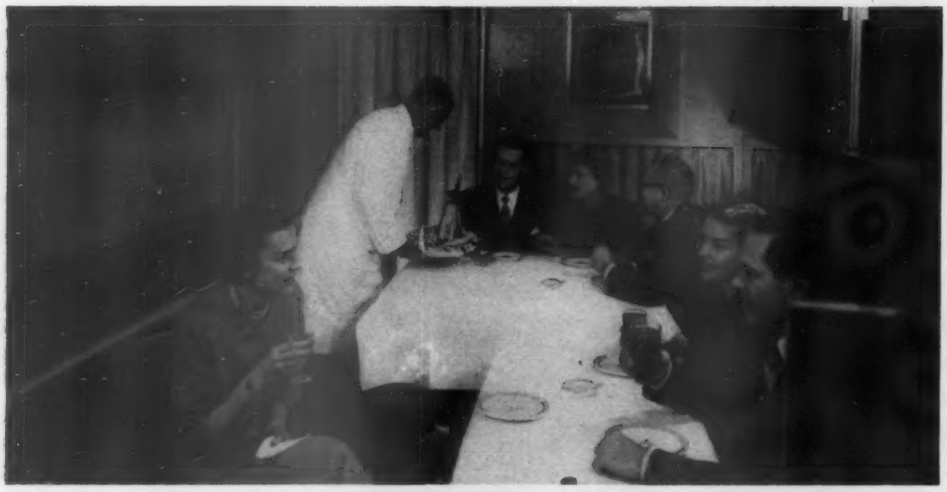
Construction at the depressed floor under the dome consists of four crossbearers, one located at each end of the depressed portion of the car and two equally spaced between. End crossbearers are channels, 6 in. by 2 in.; center crossbearers are 6-in. by 4-in. I-sections. At the sides of the car the crossbearers are fitted and welded to built-up I-sections placed longitudinally and extending the full length of the depressed portion. Pressed-Z floor beams (6 in. deep) are placed longitudinally, fitted and welded to the crossbearers.

Superstructure Details

Welded girder-type construction of high-tensile low-alloy steel is utilized in the superstructure. The 2½-in. side sill angles are continuous the full length of car. Side posts, belt rail and window header are 3-in. Z-bars,

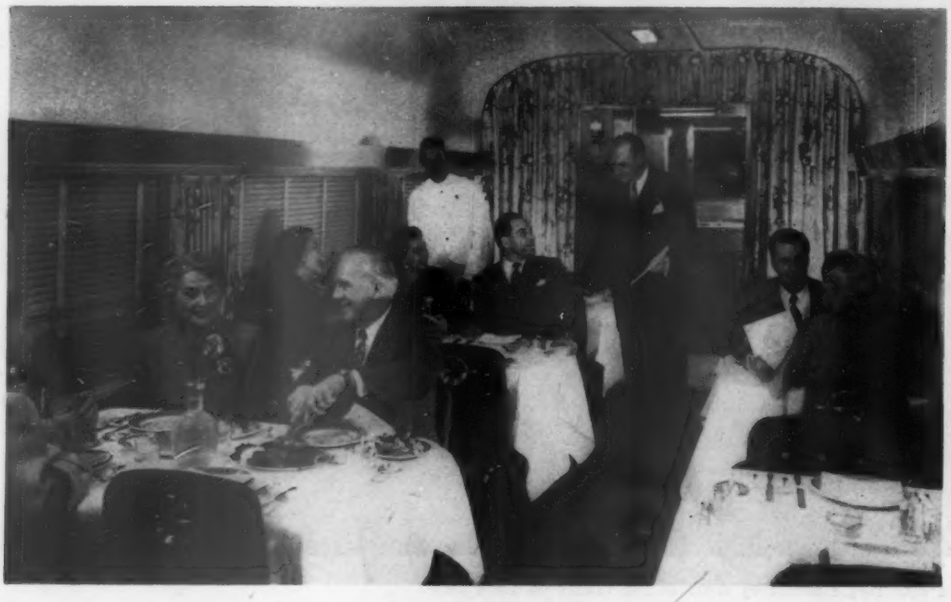
New dome-lounge car being exhibited at Santa Fe station

The dome interior includes four single revolving seats at the center on each side



One of several possible seating arrangements in the distinctive private "Turquoise Room"

A congenial club atmosphere pervades the lower lounge and bar



Large tables and attractive appointments feature the new dining cars

2.55 lb. per ft. Side plates consist of two sections for the length of the car.

Side sheets are 0.75-in. high-tensile low-alloy steel for letterboard and girder sheet, spot-welded to framing members and reinforced with .030-in. corrugated stiffeners spot-welded to the inside surfaces between posts. The entire roof framing, including the dome, is of welded high-tensile steel. Roof sheets are stainless steel spot-welded to carlines and purlines and riveted to side plates.

The roof over the dome compartment is almost entirely glazed with flat glass sealed units, except for suitable structural members for supporting these glass units. These members are designed so that the glass units can be applied from outside the car and the width of the members is kept at a minimum to give as much glassed area as possible.

Glass for the dome consists of double Thermopane units, supplied by Libbey-Owens-Ford. The outside light of each unit is ¼-in. heat-absorbing polished plate glass and the inside light uniform ½-in. laminated safety polished plate glass. The entire floor area is covered with a lightweight composition applied to Keystone sheets of zinc grip steel resting upon pressed-Z low-alloy high-tensile stringers.

End Equipment and Installation

Couplers are of the American Steel Foundries' controlled-slack Type E, made of high-tensile steel, as are the coupler yokes. Draft gears are Miner Type A-4X-B, and the lower buffing mechanism, Miner Type B-18X. The buffers are a built-up design having side stem spring and center stems, carried on the end structure by adjustable extension rods. A Fowler improved buffer is also installed. Morton end diaphragms are of the two-fold U-shape type. In conformity with Santa Fe practice, contour closures are not used.

The car bodies are insulated with Johns-Manville Type A Stonefelt 3 in. thick having asbestos flame-proof sheathing on both sides, and applied to the sides, ends, roof and top of the false floor. Stainless-steel wiring is used to hold the insulation in place except in the floor. Sides, ends, roof and sub floor have Insulmat sprayed on ¼ in. thick (dry measurement) for sound-deadening purposes.

The electrical system is served by a 10-15 kw. Frigidaire-type diesel alternator unit, mounted underneath the car and consisting of two direct-connected alternators. Alternator 1 supplies 10 kw. of 114-volt current for lighting, small appliances and the evaporator blower motor, and Alternator 2 supplies 15 kw. of 210-volt current for the air-conditioning system. Each car is supplied with a 150-gal. heavy-gage steel tank applied underneath the car for storage of fuel for the diesel engine. Electric power for emergency lighting and engine starting is supplied from a 32-volt storage battery, which is charged from a direct-current exciter belted to the main engine drive shaft.

The heating system utilizes Vapor narrow-unit fin radiation. The equipment includes a vertical-type solenoid valve, loop equipment and zone control heating arranged with individual circuit for each portion of the car on the various floor levels.

The main train line is of 2½-in. extra heavy steel pipe, insulated with Johns-Manville asbestos spongefelted pipe covering and protected with an outer covering of .040-in. galvanealed steel.

Air conditioning is of the Frigidaire type, 10-ton capacity, split into two 5-ton units applied overhead in the car body. It completely air conditions the car, including the dome. The air is distributed by air ducts of .030-in. Everdur, insulated with 1-in. Stonefelt Type-A insulation cemented to the ducts and all joints sealed with tape. The circulating air grill is a Barber-Coleman multi-louver register with lint screen. Fresh air filters are Farr type. The car is also equipped with four Dorex absorbers.

Westinghouse air brake equipment is the modified H.S.C. control with a generator-type speed governor, and arranged for future application of electro-pneumatic brake control. The air reservoirs are of lightweight steel and the brake pipe is hard copper tubing with sweated copper fittings. For connection to valves and reservoirs, flange fittings are used with threaded connections to facilitate disconnecting. A Peacock hand brake, furnished by the National Brake Company, is applied at the dummy end of the car.

The windows in this car are equipped with Adams & Westlake aluminum breather type sash glazed with Pittsburgh Plate Glass Company's safety glass on the inside and clear plate glass on the outside.

General Steel Castings, four-wheel trucks with I-beam equalizers and 9-ft. wheel base are used. They have Houdaille shock absorbers, Santa Fe side bearings and truck mounted brake cylinders. Standard Steel 36½-in. wheels with A.A.R. cylindrical treads are mounted on 6-in. by 11-in. straight center axles with Timken bearings and ground journal surfaces. Four boxes have Westinghouse decelostats and all boxes have hot journal alarms. The trucks have double coil springs, Simplex unit-cylinder clasp brakes designed for 250 per cent braking power (lightweight) at 100-lb. cylinder pressure.

New Dining Cars

Dining cars for the new "Super Chief," also built by Pullman-Standard, have color schemes appropriate to the Southwest, especially attractive decorative treatment and lighting fixtures of fluorescent type. The cars are equipped with Carbofrezer refrigeration units utilizing dry ice for the cooling medium to keep meats, vegetables and other food fresh and free from any contamination.

The principal difference in equipment of the diners, as compared with the dome-lounge cars, is in the electric power supply and air cooling. On the diners the electrical system is powered by a Safety 10-kw. 40-volt belt-driven generator. Exide 1,294-amp. hr. storage batteries are installed. Generator and lamp regulators also are of the Safety type, as are the relays and switchboards. Battery charger receptacles were furnished by Albert and J. M. Anderson and the train line receptacles and jumpers by the Loeffelholz Company.

Air conditioning equipment is of the Safety-Carrier steam-ejector type and includes a 7-ton refrigeration unit and pull-through air-conditioning unit with Vapor control panel and thermostats and Safety continuous air-distributor outlets.

The dining room is equipped with six 2-seat and six 4-seat tables. The 36 dining chairs are upholstered with Super needlepoint. Windows in the main compartment have Ajax Consolidated Venetian blinds and in the lobby and passageway, Goodall shades. The dining-table tops and edges are covered with blister-proof Formica. The dining section floor covering is railroad standard blue mottled. Lobby and passageways are covered with a gray Marbelle rubber. The ceiling of the dining room section is painted a light beige and the walls a medium blue.

Scottsdale, Ariz., roped off its main street for a parade and show arranged by Goldwater's department store. Climaxing a "reverse strip," in which Powers models started with scanty pink swim suits, two posed in Sunset Pink evening gowns

Gentlemen sat up and took notice, delighted with the fashion show staged en route between Phoenix and Los Angeles. The scene: the French Quarter lounge car which first inspired the Sunset Pink promotion

S. P. Streamliner Sets Spring Styles

TRAFFIC VICE-PRESIDENT LAUDS FASHION PROMOTION

"The 'Sunset Pink' fashion promotion, a cooperative effort with Harper's Bazaar, the Budd Company, the clothing manufacturers, and the retail stores, was a great success from our viewpoint. It gave fine publicity to our 'Sunset Limited' streamliner from a prestige standpoint, and I think it turned out well from the point of view of the cooperating interests. The promotion provided an interesting spark in our own sales work, our sales forces getting quite a stimulus from the activity which attracted the attention of our customers.

"The promotion was worthwhile, too, in getting us railroad people better acquainted with a lot of fine people in the merchandising and fashion fields. Altogether, we are well satisfied, indeed."

CLAUDE E. PETERSON
Vice-President, System Passenger Traffic
Southern Pacific Company
San Francisco

Those who may have been inclined to consider train travel passé should have taken a look recently at Bonwit Teller's Fifth Avenue show windows in New York, devoted for a whole week to a color born in a car-builder's shop and promoted on a long-distance streamliner.

Sixty-six leading department stores in as many cities across the country featured "Sunset Pink," the color used on the Southern Pacific's Budd-built lounge cars which complete the consist of each of the five transcontinental "Sunset Limiteds." Two thousand posters promoting Sunset Pink, and featuring the New Orleans-Los Angeles streamliner, went like the proverbial hot cakes for display in retail stores in all 48 states. Manifestly, there is no lack of public interest in passenger trains—at least not in the modern version of them.

It all started when Southern Pacific's advertising manager, Fred Q. Tredway, and the Budd Company staff got together to see what could be done in the way of extraordinary promotion for the $15 million worth of

Starting at New Orleans, the models chose the city's oldest means of transportation—a tourist carryall — to get aboard New Orleans' newest, the 42-hour New Orleans-Los Angeles "Sunset Limited"

The "Sunset Limited" attracted unusual attention with the press well represented, wherever the fashion show visited

Train travel got a big boost in store window displays from coast to coast. Southern Pacific's Budd-built "Sunset Limited" was a prominent backdrop for most of the Sunset Pink windows, like this one at Wanamaker's Philadelphia store

new train. Budd's public relations people invited some of the staff of Harper's Bazaar to visit the Red Lion plant, outside Philadelphia, for a predelivery inspection of the new "Sunset" cars. These visitors were as impressed with the decor as with the travel luxuries which the stainless-steel equipment offered. The color dominating the lounge car, and which Budd had labeled "Watermelon Red," should be, they were sure, as acceptable for women's clothing as for railway cars. The magazine made a family out of the color, renaming it "Sunset Pink," and complementing it with the shades "Mountain Pink," "Desert Pink," and "Valley Pink," corresponding to the scenery along the train's southwestern route.

Harper's Bazaar advanced the idea with leading clothing manufacturers, who accepted it enthusiastically and created coats, hats, dresses, shoes, gloves and even swim suits in the new color. Some of the designs, through the efforts of the magazine, were created in Paris. Accessory people joined in with Sunset Pink lipsticks, earrings, bracelets, and so on. Participating stores bought and displayed stocks of the merchandise to tie in with Harper's Bazaar promotion of the color through the pages of its January issue, using as a prominent background the S.P.'s "Train with the Southern accent."

Fashion in Transit

As a fitting climax to the Sunset Pink promotion, a party of five Powers models, headed by Betty Coy of the Budd Company, herself a former Powers model, boarded the "Sunset Limited" at New Orleans on January 10; a rolling fashion show aboard a streamliner. Civic officials and celebrities participated in a Hollywood-like send-off.

Following the train's arrival in Houston and San Antonio there were gala receptions and more fashion shows. Phoenix roped off the main streets of suburban Scottsdale for a parade and outdoor fashion show, attended by an estimated 3,000. At Los Angeles a show was staged at the Ambassador Hotel as part of a luncheon sponsored by the Assistance League, and was attended by 1,066 of Los Angeles' socially elite. Proceeds from the shows went to charity, principally the March of Dimes.

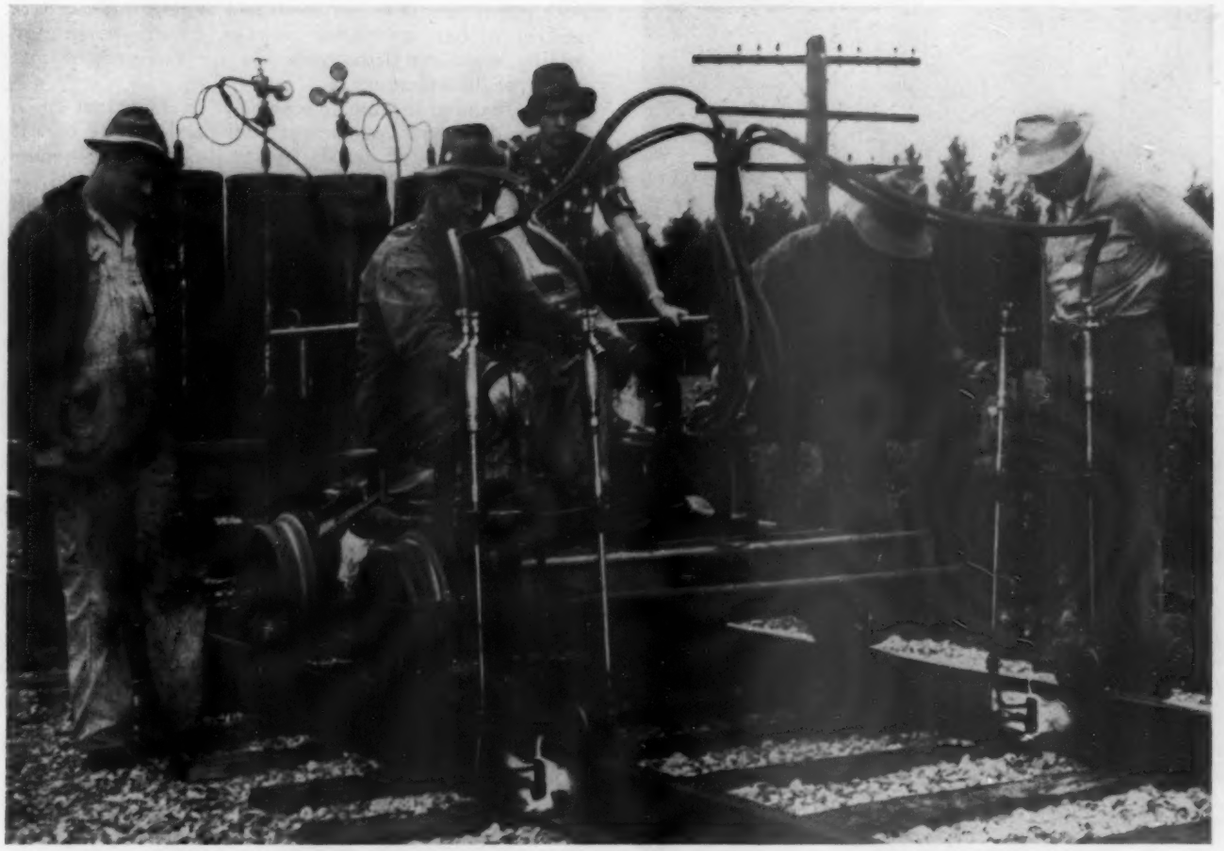
The shows attracted widespread attention among store and railroad people, the press, and civic leaders, with attendant publicity—for the train as well as the color—through the papers, the radio and television. Fox Movietone sent a fashion editor from New York to Phoenix, and a cameraman from Los Angeles. International News Photos sent a photographer from the Coast and syndicated photo publicity resulted. En route from Phoenix to Los Angeles, a fashion show was staged in the lounge car.

From a store standpoint, use of the train for promotion of Sunset Pink seems to have been "sensational." In New York, Bonwit Teller unveiled its pink windows Friday morning, December 29, and was sold out of most items by early afternoon. In Philadelphia, other big stores imitated Wanamaker's and increased the Sunset Pink fashion avalanche. In Los Angeles the Broadway Store, which participated in the luncheon fashion show, was on the long distance 'phone re-ordering from New York manufacturers by mid-afternoon.

Effective Travel Promotion

From Southern Pacific's point of view the primary purpose of the promotion was to publicize the "Sunset Limited" among the bellwethers of fashion and travel, and the railroad has expressed complete satisfaction with the results of the venture. "The fact that so many people have mentioned 'Sunset Pink' to my staff and to our salesmen since the promotion and show in Los Angeles," says George B. Hanson, Los Angeles passenger traffic manager for the Southern Pacific, "indicates that the effort brought our railroad and our streamliners to the attention of a lot of prime travel prospects. I think the effort was eminently worthwhile. We can not show evidence of immediate ticket sales," Mr. Hanson concludes, but "it is logical to assume that the publicity obtained will have a fine effect in our total promotion picture. I believe, too, that the fact that this promotion had its principal impact with people of the upper income brackets had a very good effect in emphasizing to these people the high character of the train; in other words, I believe one noteworthy result was the creation—where it counts most—of a lot of prestige for the train."

The devotion by so many stores to the display of a color with a railroad background and rail-travel motif; the demand by stores in all 48 states for display posters —prepared and distributed by the S.P.'s advertising department—to the extent of the supply; and the on-line reception to the show on wheels, is a positive measure of the public's interest. The new train is better and more favorably known as a result of the unusual promotion. Not to be minimized is the importance of the successful appeal to the feminine interests, probably less easily attracted by conventional railroad promotion. At least it goes a long way to prove the contention of Harper's Bazaar, that "you can promote anything with fashion, even trains and car builders." Apparently modern train travel is still quite fashionable; the Southern Pacific's experience suggests that perhaps one of its more marketable advantages has heretofore not been sufficiently exploited.



Ninety-degree burner heads on the flame-cleaning machine permit the flames to be directed at a right angle against the sides of the rails

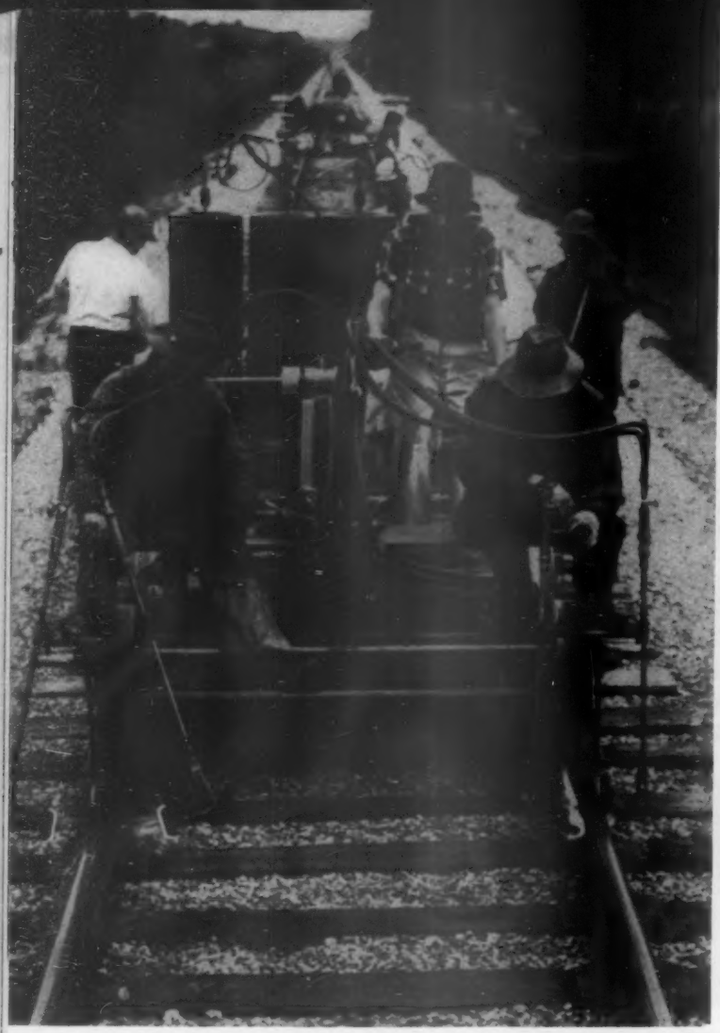
Protection of Rails From Salt-Air Corrosion

Steel in open track on Great Northern line along Puget Sound is flame-cleaned and then coated with a rust-preventive paint, using special equipment

Experience on the Great Northern with the use of a rust-preventive paint for the protection of rails in tunnels against corrosion has led this road to extend the practice to rails, frogs and switches in open track where they are subject to the corrosive effects of salt air along the Pacific coast. As used in open track the method consists essentially of flame-cleaning the rails and fittings with oxyacetylene cleaning heads and then coating them with a corrosion-resistant product that is flexible and is reported to have high adhesive qualities that resist cracking, chipping and peeling.

To carry out this work a "flame cleaner" was constructed from an old motor car, and slight changes were made in a joint spray machine to adapt it to the application of the rust preventive. This equipment was originally developed to provide corrosion protection to 11½ miles of 115-lb. rail and 10 switches just north of Everett, Wash., between Marysville and Silvana. This section of track is on the line that skirts the shore of Puget Sound where the atmosphere is extremely corrosive.

The flame cleaner was constructed from the motor-car frame by adding reconditioned wheels, axles, bearings and a hand-propelling mechanism; by hinging two flame-cleaning heads to the motor-car frame over each rail in



The burner heads of the flame cleaner are so hinged to the frame of the car that they may be pulled back to clear joint bars or raised to pass over crossings

such a way that they can be shifted to clear rail anchors and angle bars and lifted to clear crossings; and by adding seats and hand rails for the convenience and safety of the operators.

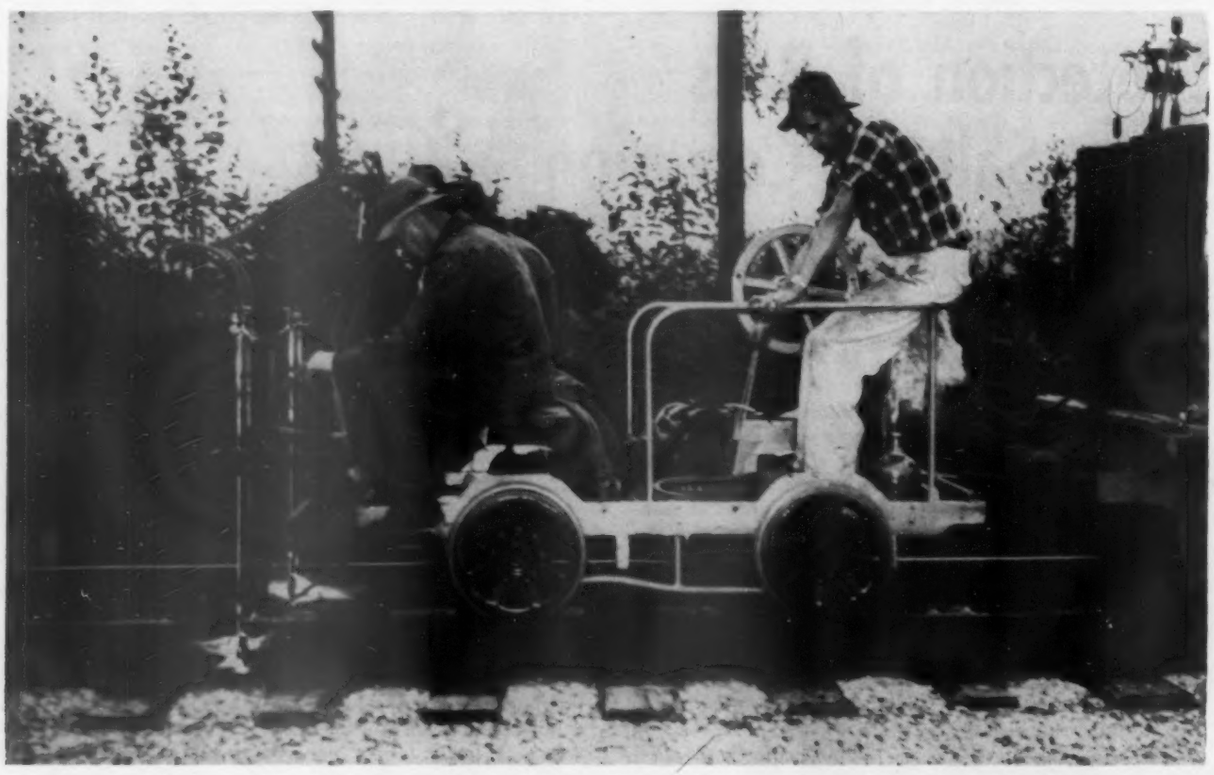
The hand-propelling mechanism is mounted on a bracket directly above the rear drive axle of the car. It is so constructed that hand power, applied to a handle on the rim of a fly wheel, is transmitted to a drive sprocket on the flywheel axle and thence through a sprocket chain to another drive sprocket on the car's axle. By this mechanism one man can easily apply enough power to move the car steadily forward, towing a trailer car loaded with oxygen and acetylene tanks to supply the flame-cleaning burners.

Flame-Cleaning Mechanism

Two flame-cleaning attachments, each consisting of a system of brackets and supports, are hinged to the front of the car, one over each rail. The upper support of each bracket holds an oxyacetylene blowpipe in a vertical position on each side of the rail over which it is located. Flame-cleaning burner heads of the 90-deg. type are attached to each blowpipe and turned toward each other.

When either of the hinged brackets to which blowpipes and burners have been attached is lowered into working position, the whole assembly is supported on the running rail by a dolly wheel. In this position the burner heads are centered on the inside and outside webs of the rail and, because of their U shape, direct the flames perpendicular to the surface of the rail to be cleaned. In this way the under side of the head, the web and the top of the base are flame-cleaned.

When in operation the flame-cleaning machine is moved forward at a uniform rate by a hand-propelling mechanism operated by a man on the rear of the car



Following directly behind the flame-cleaning machine four men brush burned mill scale from the rails with brooms

The rust-preventive paint is applied by a joint-spray machine which was altered slightly to adapt it to this purpose

One of the features of each flame-cleaning attachment is the system of three levers by which the burner heads can be moved to clear obstructions. These levers are located at the level of the upper support within easy reach of the operator. Operation of one lever lifts the inside burner free of rail anchors; a second lever swings both burners outward to clear angle bars; and the third is used to lift both heads above crossings and turnout rails, and to place the machine in a traveling position. When the burners are lifted to the traveling position a sliding pipe is moved under each one to support it while being transported to and from the job.

Fuel for each pair of burners is supplied from two oxygen and four acetylene cylinders which are carried on a trailer car towed behind the flame cleaner. Two acetylene cylinders are manifolded together to serve each pair of burners, while a single tank furnishes the oxygen requirements of two burners.

Three Progressive Phases

The corrosion-protection work was carried out in three progressive phases by an organization of two welders, two welder helpers, one machine operator, eight section laborers and a section foreman. The flame cleaner, manned by the welders and welder helpers, led the procession. The actual operation of this device in burning off the mill scale from the web, top of base, and underside of the head of each rail in one "pass" requires one man to handle each pair of burners, one man to propel the car and trailer and a welder to supervise the operation of the unit as a whole.

The second operation—brushing all burned mill scale and other debris from the rail—is performed by four section men with stiff brooms, one man on each side of each rail. These men follow immediately behind the flame cleaner. The third operation, consisting of applying the rust preventive to the rails, is carried out by two section men and one machine operator using a joint-spray machine with special tips which create a flat spray that paints the rail in one movement. Since this machine has only two spray guns, one man sprays the inside of one rail while the other man sprays the outside. After spraying about 100 ft. of rail in this manner this unit "doubles" back and sprays the rail on the opposite side for 200 ft. and then repeats the cycle.

The complete operation is supervised by a section foreman and is protected by two section men providing flag protection. Organized and operated in this manner the corrosion-protection unit has completed an average of 3,432 ft. of track per day, in spite of being delayed an average of 1 hr. 10 min. per day by trains. The average cost of this protection was $700 per mile, as indicated in detail in the table.

The corrosion-protection work described in this article was carried out under the general direction of H. J. Seyton, chief engineer, and R. R. Manion, engineer maintenance of way. S. J. Solga, district roadmaster, supervised all field operations.

Cost of Building Flame Cleaner

Material	$ 25.75
Labor	144.00
Total	$169.75

Materials Used per Mile

Primer Coat	66.00 Gal.
Finish Coat	57.39 "
Paint Thinner	35.91 "
Oxygen	728.34 Cu. ft.
Acetylene	1,215.39 " "

Cost of Corrosion Protection per Mile

Operation	Labor	Material	Total
Flame-Cleaning Rail	$110.48	$ 34.37	$144.85
Applying Paint	130.56	424.89	555.45
Total	$241.04	$459.26	$700.30

Railroad Carnivals

Owners say they must go to trucks or quit business, unless they get some relief from railroad rates—Offer to let carriers examine books—Want to stay on rails

A rate case with some unusual angles is presently before the railroads' rate makers. The Railroad Show Owners' Association (R.S.O.), a group of nine owners of carnivals which travel by rail, are, at present, according to a petition they have presented to the various railroad rate-making bodies and to individual railroads, faced with the prospect of going out of business or turning to truck transportation, "neither of which we want to do," unless a rate reduction is forthcoming promptly. They have requested a 30 per cent cut.

The owners in their presentation contend that theirs is a unique position, in that they are a "poor man's" amusement and therefore cannot pass along to the consumer any increase in costs. The R.S.O. also state that although they have been able in the past few years to reduce their operating expenses, other than rail transportation, more than 20 per cent, this has not been enough to enable them to keep in the black. In the meantime, the group states, the percentage of increase of railroad costs to other costs has amounted to 83.1 per cent since 1946. They say further to the carriers that, "if you desire to have the detailed figures for each show, we will be glad to furnish the same or make them available to any auditor or agent selected by you."

One of the ways in which the carnivals have cut their expenses is by doing less rail travel (i.e. by shortening the show season and moving winter quarters farther north) and by reducing the number of cars in their trains. (One show at present is wintering in Des Moines, Iowa.) In addition to the carnivals, circuses next year are reducing the amount of traveling they will do via rail.

According to the show world publication, Billboard, circuses which in 1950 carried 150 cars will, in 1951, carry only 75, with the Barnum & Bailey organization alone cutting its train from 80 cars to 60. This is to be accomplished by dispensing with the animal top and, probably, getting rid of some of the elephants. In the meantime, the Dailey Brothers circus, according to Billboard, has sold its complete train to a Chicago scrap dealer. That more such cars soon may have a similar fate seems certain, according to showmen.

They assert that their business has decreased steadily since 1947. "However, we cannot blame the railroads for the loss of receipts, so in fairness we used the total cost of operations as a basis" of comparison with railroad charges in supporting the plea for a rate concession. The petition then goes on to say that "The percentage of railroad costs to all [carnival] operating costs increased 83.1 per cent from 1946-1949, while the percentage of labor-costs to total operating costs decreased 4.8 per cent in the same period. The percentage of railroad costs to all operating costs other than railroad costs increased 97.6 per cent during such period, while percentage of labor costs to all operating costs increased only 1 per cent. The percentage of railroad costs to labor costs was 28.6 per cent in 1946 and steadily went up to 55.9 per cent in 1949, an increase of 95.4 per cent." This is considered by the R.S.O. as indicating how the carnivals have cut costs of operation, other than railroad costs, to offset in some degree the reduction in gross receipts.

In their plea for reduced rates, the railroad-show owners note that some of their members are thinking of turning to truck transportation, since they probably could expect to achieve transportation cost reductions of about 30-40 per cent. However, the R.S.O. do not want to turn to trucks, they say, because a railroad show has a prestige that a truck-transported show does not. These show owners say that a carnival unloading on a railroad always draws an audience which gives the show good publicity. On the other hand, a truck show "sneaks into town by the back streets." They say, further, "These truck carnivals are our keenest competitors and, naturally, would like to see us continue to pay the higher cost of rail transportation, thereby enabling them to compete more successfully. . . .We are bothered by truck business as much as—and perhaps more in proportion than—are the railroads. We want to stay on the rails, and still be able to compete with our competitors who are using trucks, so we are asking the railroads to join with us in our struggle for existence, and trust that our continued revenue [in 1950 estimated at about $1,500,000, including circuses] will in some small degree assist the railroads in their competition with the trucking industry. But we must have help."

The traffic manager of one show declares that there is no consistency in the way the different roads make the rates applying to carnival movements. This is particularly true in the Southeast, where, to start, rates are 20-25 per cent higher than elsewhere. That is why, he said, practically no shows are going to Florida to winter, and none are playing the Florida circuit during the winter months. For example, also, if in the Southeast a show should happen to need a freight car, it pays the per diem rate of $37.50, while in the North the rate is only $20. Advance men, the traffic man said, in the Southeast are allowed only 10 per cent of the movement rate in tickets, while the tickets are restricted to 90 days and the men are greatly restricted as to choice of trains. On northern roads, the allowance is 20 per cent, generally a year from date of issue is the time limit, and the agent is much less restricted as to trains than he is in the South. A standardized practice, in which the northern method of computation is used, would tend to put the southeastern carriers back as carriers, the carnival people say, and would help the carnivals to meet their truck competition.

Face a Rate Problem

All loaded up and ready to go. Generally, road shows which travel by rail furnish their own cars and handle their own loading and unloading

Dining cars and kitchens are a part of the railroad carnival

A carnival unloading at Boston. Owners say that rail unloading generally gives shows good publicity which they don't get if they use trucks

One of the 40 dining cars which the Pennsylvania is rebuilding at a cost of $4 million. Two are already in service on the road's Pittsburgh, Pa.-Cleveland, Ohio, "Steeler"; two are operating between New York and Washington, D. C.; and two between Washington and Harrisburg, Pa., in connection with the "Spirit of St. Louis" and the "Jeffersonian"

"Single Entree" Service Helps Cut Diner Losses

P.R.R. experiment, though not applicable everywhere, shows good results on selected trains — Modernized equipment also being installed to improve service

Not a panacea for all dining car problems — but a practical method of reducing the cost to the passenger for a complete meal, while at the same time cutting down dining car losses on trains catering to some types of travel.

That, in substance, is the reaction of Pennsylvania Dining Car Department officers to the road's "single entree" meal service after a year's experience with such service on several trains.

As reported in *Railway Age* of February 4, 1950, page 60, the Pennsylvania first inaugurated single entree service last winter on its all-coach New York-Chicago "Trail Blazer" and all-coach New York-St. Louis "Jeffersonian." The service was temporarily abandoned when those trains were consolidated, respectively, with the "General" and the "Spirit of St. Louis," during last summer, but was restored on the two coach trains when their operation as independent units was resumed with adoption of current winter schedules. Meantime, however, single entree service has been extended to the "Duquesne" (Nos. 74-75) Pullman and coach day train between New York and Pittsburgh, Pa. Because of its acceptance by

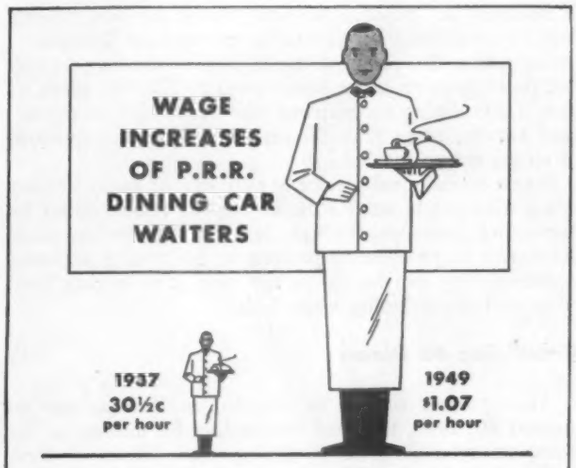
Typical single-entree luncheon and dinner menus from Pennsylvania trains 74 and 75, the "Duquesne." A limited a la carte service is also available

TABLE 1—RESULTS OF SINGLE ENTREE DINING CAR SERVICE VS. REGULAR DINING CAR SERVICE

P.R.R. TRAINS 74-75

	Nov., 1950 Single Entree Service	July 24-August 23, 1949, incl. Regular Service
Persons served	7,971	8,147
Revenue:		
Meals	$13,784.22	$13,503.30
Bar	1,596.81	2,158.20
Total	$15,381.03	$15,661.50
Expense:		
Food cost	$ 5,323.12	$ 5,374.78
Bar cost	651.76	769.41
Crew wages, incl. tax and vacation allowance	7,559.79	11,583.91
Incidentals	4,960.30	5,624.69
Total	$18,494.97	$23,352.79
Deficit	3,113.94	7,691.29
Operating ratio (per cent)	120.25	149.11
Cost of provisions to food revenue (per cent)	38.61	39.80
Cost of crew wages to food revenue (per cent)	54.84	85.79
Average revenue from meals per meal	$ 1.7293*	$ 1.6575

*Higher revenue per meal in 1950, in the face of lower prices for single entree meals (see text) is attributed to (1) availability of limited a la carte service and (2) the fact that many patrons who would formerly have eaten only a "snack" now choose the full meal because of the lower price.



The wages of most dining car employes necessarily have followed the upward trend of wages for the railroad industry as a whole, rather than that of the restaurant industry. This has resulted in a payroll expense which last year took 80c of every dollar of dining car department revenue. This is considerably higher than restaurants generally and is a principal reason why high quality dining car service is operated at a loss to the railroad.

One big reason for dining car deficits, not only on the Pennsylvania but on all railroads offering such service, is the increase in wages in the past 15 years. Typical of such increases are those of waiters, which have gone up from 302 to 345 per cent (see Table 2)

both Pullman and coach passengers, consideration is being given to extending it to other similar trains.

Like "Eating at Home"

The simple theory of single entree service is to offer a complete meal, but with only one entree and one dessert. "It's the same idea," the road's announcement of it says, "as eating in your home—or the home of a friend—or at a banquet—or even on an airliner. [The same, they might have added, as eating in most European railroad dining cars.] Call it potluck, family type service, or what you will. We call it an answer to high dining car prices."

"We avoid stocking the dining car with the great variety of food required in regular *table d'hote* and *a la carte* service. This saves money—and we pass this saving along to you. Each entree has been carefully selected from a group proved most popular with travelers like yourself."

Typical luncheon and dinner menus—printed, incidentally, in the railroad's own printing plant at Sunnyside, N.Y.—are shown in two of the accompanying illustrations. The luncheon, at $1.55, would be priced at $2.35 on a regular dining car; the $1.85 single entree dinner would be $2.50 on a regular diner. The results, for typical 1949 and 1950 periods, on the "Duquesne," are shown in Table 1.

But despite the resulting decline in operating ratio, P.R.R. dining car men are realistic enough to state frankly that single entree service, while it can reduce and has reduced deficits, won't eliminate them.

For one thing, it has to be supplemented by a limited

Table 2—Cumulative Wage Increases of Dining Car Employees

	October 1, 1936				September 1, 1949				Total Increase, Cents per Hr.	Total Increase, Per Cent	
	Monthly		Hourly		Monthly		Hourly				
	Low	High	Low	High	Low	High	Low	High		Low	High
Stewards	$155.00	$190.00	$ .6458	$ .7916	$318.20	$353.20	$1.415	$1.57	78	120.8	98.5
Waiters-in-charge	100.00	125.00	.4166	.5208	255.95	278.55	1.249	1.359	85-84	204.0	161.3
Chefs	125.00	175.00	.5208	.7291	278.55	328.55	1.359	1.603	87	167.1	119.3
2nd Cooks	110.00	120.00	.4583	.50	263.55	273.55	1.286	1.334	83	181.1	166.0
3rd Cooks	85.00	95.00	.3541	.3958	240.95	250.95	1.175	1.224	82	231.6	207.2
4th Cooks	75.00	80.00	.3125	.3333	233.35	235.95	1.138	1.151	83-82	265.6	246.0
Stationery Pantrymen	98.00	105.00	.4083	.4375	253.95	258.55	1.239	1.261	83-82	203.3	187.4
Waiters	57.00	65.00	.2375	.2708	215.35	223.35	1.05	1.09	82	345.3	302.8

a la carte selection of easy-to-stock non-perishable foods. The "Duquesne," for instance, in addition to menus like those shown, offers such items as fruit juice or soup, ham or bacon and eggs, baked beans, chicken salad, steak and dessert. For another, the results on trains where breakfast is a heavy meal are not as favorable as they have been on the "Duquesne." And finally, single entree service could probably not be applied, at least at present, to "luxury" trains or to those having a large proportion of business or "expense account" travel. Its best present field of application appears to be on coach or "economy" trains where the price of meals is a controlling factor. But passengers on those trains seem to like the idea; of over 4,000 dining car patrons who responded to a post-card survey, more than 85 per cent expressed approval of single entree service.

Single entree meal service is only one of many devices being tried out to cut P.R.R. dining car losses, either by increasing revenues through making the service more atttractive to prospective patrons or by cutting expenses wherever they can be cut in the face of mounting food costs and skyrocketing wage bills.

Rebuilding 40 Diners

Among other things, as reported in *Railway Age* of August 26, 1950, the road is spending $4 million on the complete rebuilding of 40 dining cars. Three of these will have a 28-seat dining section and a 12-seat lounge section, as illustrated. Two will be coffee-shop-lounge cars with Radarange Units for quick service on heavy-traffic short-haul trains. The remaining 35 cars will have 36-seat dining sections and 6-seat lounge sections, but can be quickly converted, if necessary, to full 48-seat diners.

Two cars in this group will be all-electric, one operating on alternating current and one on direct current.

If this proves satisfactory, the other 38 can be converted to all-electric operation. Work on the cars is being done at the road's Altoona, Pa., shops, and they are being placed in service at the rate of two a month, with six already in operation.

The road has also organized three "training teams," consisting of a supervisor of service, a chef instructor and a waiter instructor. These teams ride the various dining cars to observe service and preparation of food and make specific suggestions to crews for possible improvement of both, right in the car as soon as meal service has been completed.

The road likewise has appointed three supervisors of food and service, who not only supervise these training teams and other road personnel, but act as liaison men between the supervisory officers of the department and dining car crew members. It is their job, among other things, to find out if staff decisions are acceptable to the public, and to bring to staff members public reaction and crew suggestions.

These changes, plus greater emphasis on menu planning, on new menu items, and on prepreparation and preproportioning of food at its New York, Chicago and St. Louis commissaries, as well as careful budgetary control of expenses, all have as their common goal the objective stated by the Pennsylvania in a recent issue of Train Talks—"to improve and streamline our service while cutting our losses."

"WE DO NOT SEE ANY OTHER SOLUTION"

"Since 1888 — 62 years ago — when the first railway labor legislation was passed, the entire effort has been to avoid the application of compulsory process to railway labor disputes. Yet, the situation today, and in the last 10 years, has been the worst since the first attempt of Congress to deal with railway labor disputes. The railroad industry approaches the proposition of compulsory arbitration with considerable reluctance, but based upon the experience of the last 10 years, we do not see any other solution. We also believe that the adoption of compulsory process may result in more, rather than fewer, agreements being made through collective bargaining. We believe that if both sides fully realized that they ran the risk of losing something through procedures that would be final and binding, they would be more willing to do some real bargaining across the the table in an attempt to settle these controversies, rather than allowing them to run the full gamut of the procedures of the act and then put the pressure on the country and the government to try to get more. In the present dispute with the operating employees, the report of the fact finding board has been rejected by the unions, the recommendation for settlement made by the White House in August was rejected by the unions, and now we have the spectacle of an agreement having been reached at the White House on December 21, between the President's representative, the union leaders and carriers' representatives after a series of all night conferences, which has apparently been repudiated by the unions. With this factual situation, it would seem clearly preferable to apply the judicial process to railway labor disputes and have decisions made which are based on adequate record, substantial evidence and a full opportunity to all parties to present all the evidence and argument which they desire." — *From a statement prepared by Daniel P. Loomis, chairman of the Association of Western Railways, for delivery to the transportation conference held by the Chamber of Commerce of the United States at Oklahoma City, Okla., January 19-20. Statement read by Joseph H. Hays, counsel, A. W. R.*

Former A. A. R. X.-1 Chilled Car Wheel Now in Production

The chilled car wheel known as the AARX-1 has been officially accepted and is in production at all plants. Made standard by the Association of American Railroads effective September 1, 1950, this wheel first attained limited approval in March 1947. Between these two dates some 400,000 of these wheels were put in service to develop experience both in the foundry and under cars.

This new wheel was designed to improve the flange and rim strength of chilled wheels. Changes in the tread portion (*a*, Fig. 1) consisted mainly of an increased thickness of rim (*b*, Fig. 1), an increase in the thickness through the throat of the flange section of the tread (*c*, Fig. 1) and a change in contour and number of brackets under the flange section (*a*, Fig. 1. Also see Fig. 2.).

As originally conceived by the Wheel Design Committee of the Association of Manufacturers of Chilled Car Wheels, the metal necessary to strengthen the tread section of the wheel was obtained by coring out the central portion of the hub. Thus, metal was taken from the portion of the wheel where stresses were low and placed where service indicated that stresses were relatively high. Later the A.A.R. added an approved alternate solid hub design with the same redesigned tread section. Thus the improvement in the tread area is the outstanding characteristic of the present chilled car wheel.

Improvements in Flange

The thickness of tread through the throat of the flange section has been increased by ¼ in. in both the 700- and 750-lb. wheels and by 5/16 in., to a total of 2⅝ in. in the 850-lb. wheel. No change was made in the back of flange contour and, as a result, there is no effect whatever on any track clearances.

Laboratory tests on wheels made in this manner as compared to former wheels indicate an average increase in flange strength of approximately 20 per cent. These comparative strengths were obtained by testing different groups of standard and experimental wheels cast one after the other from the same iron.

The rim thickness of the wheels has been increased but, due to the fact that the contour around the rim has been made more rounded so as to eliminate any semblance of corners, a direct comparison in dimensions is not possible. The rim radius at the tread side was increased from ⅝ in. to ¾ in., while on the underside it was increased from ⅝ in. to 1⅛ in. The radius joining the underside of the rim to the plate was also increased and the outer face of the rim made curved instead of

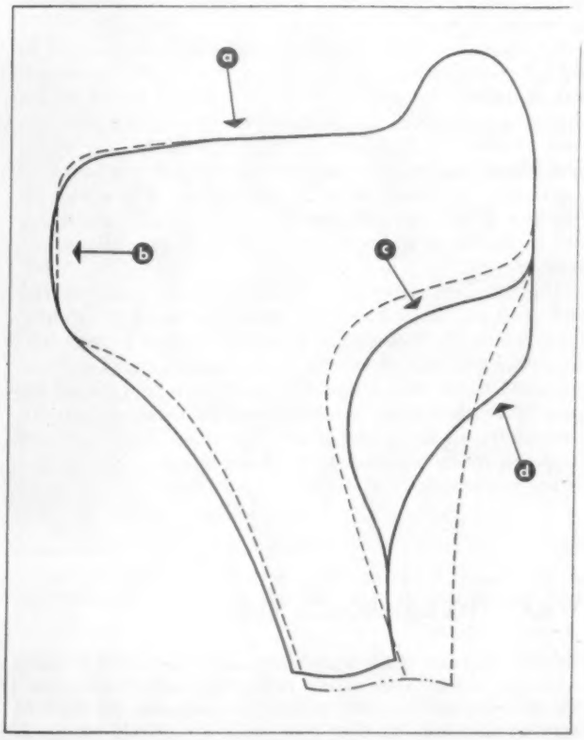


Fig. 1 (Top)—How the rim and flange sections of the new wheel differ from the old standard wheel

Fig. 2 (Bottom)—The brackets are short and have been increased from 13 to 18 in number

straight. The result is a general streamlining of the rim side of the wheel which has been effective in increasing rim strength, and should also reduce the tendency for dirt to be trapped, particularly at the lower corner.

The secondary taper on the tread of the wheel was increased slightly to permit a greater tread wear before a so-called "high rim" developed. This increase amounts to approximately 1/16 in. at the beginning of the rim radius and, with the increase in this radius, the intensity of impact blows on the rim in service is reduced. In addition, the new design permits a better control of chill depth in this portion of the tread and hence greater resistance to impact blows.

Rim tests made on this design have been conducted in a draft-gear testing machine in which a 27,000 lb. weight was dropped 1 in. onto a striking key which rested on the rim at a distance 1 in. in from the outer face. The results of these tests show conclusively that the rim of the new wheel stands an average of twice as many blows as the former standard wheel before failure. Later tests in which a 400-lb. weight was dropped 5 ft. to a striking key in the same position produced the same relative results.

The brackets of the new wheel have been made shorter and stockier. They have also been increased in number from 13 to 18, though a maximum of 20 is permissible. The object of this change was to obtain a more uniform support under the flange and also to take care of the possibility that long brackets tend to cause stress concentrations in the wheel plate. The plate itself has been modified to some extent to further improve its resistance to service stresses.

Drop-test results made on these wheels have been better than on the previous standard. Numerous thermal tests have been made, and while failures of the previous design were rare, the new wheel shows even greater plate resistance to tread heating.

Chill Control in the New Wheel

There has been a very definite improvement in chill control during the past ten years as a result of research on the part of the Wheel Association and its member companies. It was aimed at an increase in the amount of gray iron back of the wear-resistant chill in the wheel tread, while still retaining sufficient chill for maximum tread wear. A combination inoculating treatment added to the pouring ladle just prior to its being filled with molten metal was eventually found to accomplish this purpose and it is now being used at all A.M.C.C.W. wheel foundries as well as some of the others. Although this treatment was used in the previous wheel, it is even more effective in this new design, because the tread section is heavier.

It has been definitely proved that wheels having a good backing of gray iron in the tread are stronger, both in the flange and rim, than wheels having a relatively open mottle backing. Specifications on chill applying to these wheels eliminate the possibility of mottle extending through the entire tread section, either at the rim or the flange.

This advance in manufacturing methods adds to the improvement in design to give a stronger flange and rim in service.

WHAT THE RAILROADS NEED

"Joe Eastman *had* something when he worried about what the unions were doing to the railroads. Sometimes I wonder whether it really makes any difference to the railway brotherhoods whether they work for private enterprise or the government. It might be interesting to take a poll of members sometime and see how they do feel. If they want the railroads free they had better start giving more thought to how to keep them solvent. This business of extra men on diesels and this crazy demand for a third man on the new 'Beeliners' of the Boston & Albany—those are the kind of things that make it increasingly difficult for the rails to stay competitive. The 'Beeliners,' a single streamlined car with diesel power, constitute one of the great hopes of licking the commuter problem, and if the brotherhoods want to keep them in the red on this they are certainly able to do it. In the old days the railroads were milked by the financiers; today by the railway brotherhoods. That is a good index to how the times have changed.

"The government, so benevolent and paternalistic, pretends to protect the railroads through its regulatory procedures. If the government was doing its job, if it could be impartial, it would see that just as important as approving equipment trust issues or granting fare increases is to see that the power of labor is not used to bleed the railroads white. It is the function of government to protect the weak against the strong, but as far as I have been able to see this is a one-way street so far as the New and Fair Dealers are concerned. They make a big noise about protecting everybody and anything against the wicked bankers of Wall Street or against the so-called monopolistic corporations, but from where the government sits organized labor is a sweet, gentle child deserving only of sweetmeats and caresses. This new kind of lopsided government we have in Washington doesn't seem to recognize that having chained one set of demons, it has released a new and more dreadful one which is slowly forcing this country down the trail of western Europe toward some kind of socialism. It . . . implies a gradual, unrelenting inflation by conspiracy which ultimately must destroy our most precious liberties. Can any of you see an end to the diminution of the value of the dollar so long as the national government keeps winking at an unending chain of wage increases? Can any of you see how the railroads are ever going to get their costs under control when that same government winks at featherbedding? Actually, of course, the wink is not at featherbedding but at a lot of potential votes.

"Unless the railroads get some relief pretty soon, I can see no conclusion but public ownership, and that, in my opinion, must mean that all forms of transportation will likewise come under bureaucratic management. They would say management for use, not for profit, which would mean the sky's the limit on costs so long as every public whim as to fancy services are met, with the taxpayer meeting the deficits.

"The railroads need a government that can govern impartially, one that can be fair to *both* management and labor. The railroads badly need a clarification of the regulatory statutes returning the power of management to management. Railroad executives should have more discretionary powers to fix fares and freight rates. They need freer access to the tools with which to compete.

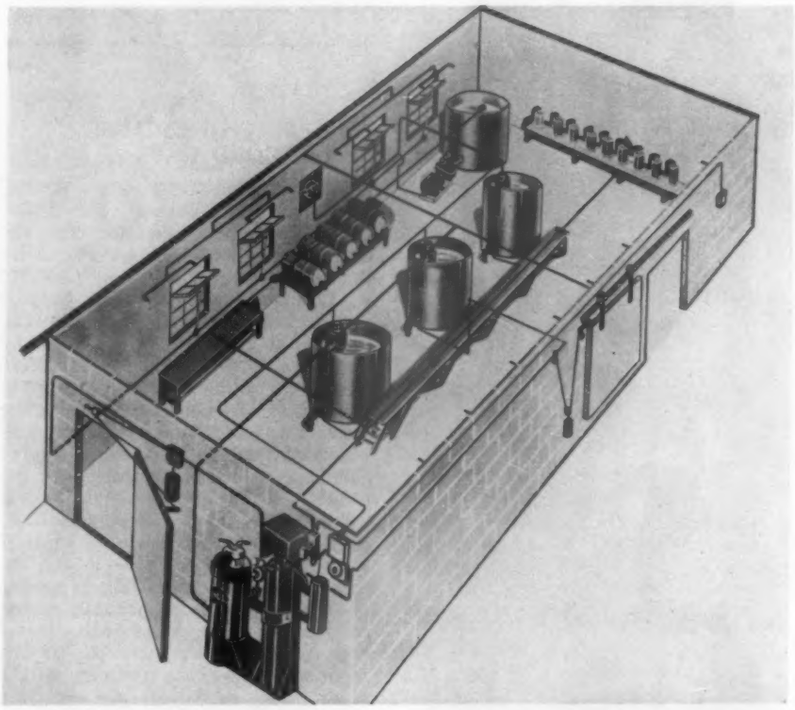
"Finally, railroads need a whole lot better public relations. The drama and romance of railroading are not capitalized to the extent they can be. Too few people know how good the new trains are. Indeed, I am afraid the railroads are so preoccupied with fighting for what remains of their freedom that they have been seriously neglecting the sale of railroad service. Fighting political battles is important, but it is even more important to sell people on the advantages of rail travel."—*From an address by John H. Crider, editor-in-chief of the Boston, Mass., Herald, to the American Railway Magazine Editors Association.*

New and Improved Products of the Manufacturers

PIPED SYSTEM FOR FIRE PROTECTION

A piped system for automatic fire protection which utilizes a dry-chemical extinguishing agent has been developed by the Ansul Chemical Company, Marinette, Wis. The system is operated by a heat-actuated device which, if a fire breaks out, trips a nitrogen cylinder release, pressurizing the dry-chemical container. The dry chemical is then discharged through strategically located distribution heads over the fire area.

Controls can be added to the system to cause the automatic closing of doors, windows and ventilation ducts, or to operate valves on pipes carrying flammable liquids. Also, electric controls can be included to shut off motors and fans, sound alarms, or transmit signals to central stations. Manual operation, as well as automatic, is provided in all installations.

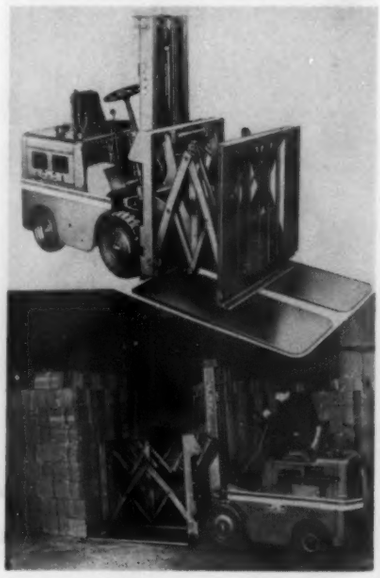


Artist's conception of a typical flammable-liquid storage room protected by the Ansul dry-chemical piped system described in the accompanying text

CLARK REDESIGNS PUL-PAC

A new model Pul-Pac, a fork truck device that handles unit loads without the use of conventional pallets, is announced by the Industrial Truck Division of the Clark Equipment Company, Battle Creek, Mich. The principal change from the early Pul-Pac design, according to the manufacturer, is the adoption of a pantograph-type linkage to actuate the gripper jaw and pusher rack, in place of the long piston rods employed on previous models. The new construction also eliminates all Pul-Pac structure back of the uprights, which contributes to maximum visibility and safety for the operator. The rack and gripper jaw can be lowered slightly when fully extended so that carrying sheets, which may be flat on the floor, can be engaged and gripped.

In this new model there are no restrictions on the tilting of uprights. The unit has a detachable mounting and is interchangeable with standard forks up to 54 in. usable length.

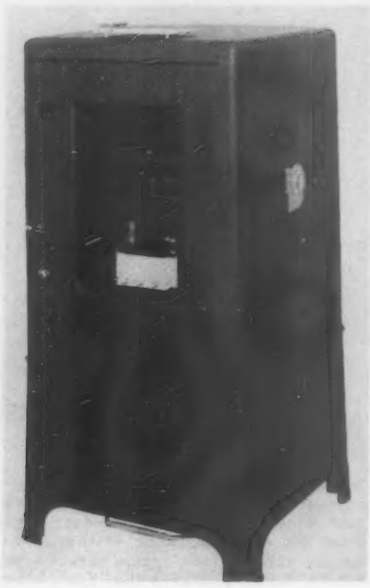


AIR-OPERATED POWER SAW

The Wright Precision Power Saw has been introduced by the Wright Power Saw & Tool Corp., Stratford, Conn. Compressed air activates the saw and any 60 cu. ft. or larger compressor will provide power. The air drives twin interlocked reciprocating blades over a 4 in. stroke at 1,500 strokes per minute. Dynamic balance is said to be achieved from the opposed motion of the blades, thus eliminating thrust or torque during sawing and "kick" on completion of a cut. As no guards enclose the blades the operator has an unobstructed view of the cutting line.

The saw weighs 15 lb., including the

Most of the air which powers the Wright saw is exhausted near the base of the saw blades and blows sawdust away from the operator. Some of the air exhausts through the space between the blades, tending to keep that space clean



blades. Its overall length is 46 in. while the cutting portion of the saw blades is 21 in. Kerf is 3/16 in. The throttle is spring-loaded so that operation ceases the moment it is released. Construction is of aluminum alloy and steel.

NEW MACHINES FILL CAR RECORD GAPS

Three new machines — the posting interpreter with automatic line finder, the duplicate card detector, and the collating reproducer — are offered by Remington Rand Inc., New York 10, N. Y., to deal with the main gaps in the mechanization of car record work which hitherto have been filled by other than mechanical means. These machines combine to make possible a daily check of reported car movements, the company says, and by making possible daily posting to the car records eliminate peak loads at the end of the month.

Under the new Remington Rand plan, a master file is made on punched cards, that is comparable to the entries brought forward at the beginning of each month on the manually posted car record book. A card is cut for each home road car, showing its last reported location and the date of the report. Foreign road cars also are provided with a card which shows the last reported location and date. Cards are run through the duplicate card detector to check for more than one report on the same car. Then the cards go to the collating reproducer. This machine compares the current record against the previous record to determine whether a corresponding car number is present in the master record. If no corresponding car number is found by the machine the card for the current entry is outfiled for checking. When the corresponding number is found, the point from which the car was taken, as shown by the current record, must agree with the previously reported location of the car or again the card is outfiled for checking. When these two factors are in agreement a comparison is made to see if the car is still on the same road. Thus, an interchange is detected automatically.

When the machine determines that the new car movement record indicates movement intra-system, or an interchange forwarded, the previous card in the master file is automatically punched with the date of the currently reported movement, the initials of the road to which the car was delivered and the station at which left; the previous master card is then outfiled and the current car movement record is inserted in its place. This work is accomplished at the rate of about 6,000 cards per hour, the manufacturer states. Then, there remains the job of determining daily per diem debits and credits.

The posting interpreter rounds out the battery of new machines to do the job. This machine makes possible daily posting of car movements to the master car record cards. As cards are replaced in the master record they may be mechanically matched against the car record card and each movement in turn recorded thereon. The one card generally can be used to record all movements for one month, according to the manufacturer.

Top left—The duplicate card detector

Center left—The collating reproducer

Bottom left—The posting interpreter with automatic line finder, used for posting daily car record movements to the master car record

MOBILIFT "TIER-MASTER"

A fork lift truck with mast height of 72 in. (in the lowered position) and a lift of 117 in. is a new addition to its line of material handling equipment just made by the Mobilift Corporation, Portland 5, Oregon. This truck, known as the "Tier-Master," has controls which effect forward or backward operation at the push or pull of a single lever, without shifting gears.

The "Tier-Master" is a stand-up type, 2,000-lb. capacity fork truck, with an outside turning radius of 57 in. It is powered by a 3-cylinder, air-cooled, Mobilift gasoline engine.

The "Tier Master" lifts loads at a speed of 45 ft. per sec.

GENERAL NEWS

I. C. C. Won't Study Long-Haul Trucking

Denies railroad and other petitions seeking probe

Railroad and other petitions seeking an investigation of "long-haul" highway transportation have been denied by the Interstate Commerce Commission. The petitions had asked the commision to conduct an inquiry to determine the "economic and other effects" of long-haul trucking, and to establish "policies to be applied in developing, coordinating and preserving the national transportation system contemplated by the national transportation policy."

The railroad petition was filed by 90 roads. It came to the commission last April after a like plea had been filed a month earlier by 16 organizations interested in the grain trade. (See *Railway Age* of April 15, 1950, page 65, and May 6, 1950, page 54.) Supporting petitions were also filed by others, including the Brotherhood of Locomotive Engineers and the Brotherhood of Railroad Trainmen.

The commission's denial order was dated February 5. It said that the general investigations sought would be long and "costly both to interested parties and the commission." Reference was made next to the commission's "duty and responsibility . . . to process and decide applications for motor carrier operating authorities in accordance with the provisions of the act"; and the order went on to suggest that "doubt exists with respect to the commission's power to withhold action on pending applications. . . . "

As to the latter, the petitions requested that the commission defer action on various pending motor-carrier applications while it conducted the proposed investigation. One of the cases which the petitioners wanted held up was that involving the proposed acquisition of Keeshin Freight Lines by Pacific Intermountain Express Company. The commission has since issued its decision in that case, disapproving the proposal and making a report which reflected its concern about the impact of long-haul trucking on the railroads' ability to maintain essential services and facilities (see *Railway Age* of November 18, 1950, page 63).

That the commission at one time contemplated seeking a special appropriation with which to finance the proposed investigation was indicated by a statement which Commissioner Mahaffie made last June before a Senate appropriations subcommittee (see *Railway Age* of July 15, 1950, page 54). It is understood that plans to submit the request for such a fund to the Bureau of the Budget were subsequently abandoned. And the commission decided that it could not finance the inquiry out of its regular appropriation. The order denying the petitions closed with this statement:

"Careful consideration of the volume of work of the commission, of the limited personnel available for the performance of the commission's work and duties under the acts which it administers, and of the inability of the commission to bear the necessary costs of such investigations out of its appropriation leaves no alternative but to deny the petitions."

1950's Net Income Totaled $786 Million

Net railway operating income for year was $1,039,834,971

Class I railroads in 1950 had an estimated net income, after interest and rentals, of $786,000,000 compared with $434,000,000 in 1949, according to the Bureau of Railway Economics of the Association of American Railroads. Last year's net railway operating income, before interest and rentals, was $1,039,834,971, a return of 4.22 per cent, compared with 1949's $686,686,597, a return of 2.86 per cent.

Seventeen Class I roads failed to earn interest and rentals in 1950, of which eight were in the Eastern district, two in the Southern region and seven in the Western district.

The 1950 gross amounted to $9,473,210,788, compared with $8,580,314,188 in 1949, an increase of $892,896,600, or 10.4 per cent. Operating expenses amounted to $7,059,273,185 compared with $6,891,900,631, an increase of 2.4 per cent.

For December 1950, gross amounted to $927,930,231, compared with $710,822,417 in December 1949. Operating expenses amounted to $645,421,522, compared with $568,470,428. Net railway operating income totaled $113,318,982, compared with $68,770,310 in December 1949. Net income was estimated at $121,000,000, compared with net income of $81,000,000 in December 1949.

Class I roads in the Eastern district (including the Pocahontas region) in 1950 had estimated net income of $256,000,000, compared with a net income of $122,000,000 in 1949. Those same roads had a 1950 net railway operating income of $390,805,256 compared with $265,617,696 in 1949. Gross in the Eastern district in 1950 totaled $4,184,725,998, an increase of 10.3 per cent compared with 1949, while op-

REPORTING FOR DEFENSE TRAFFIC. —Part of an order of six general service locomotives built by the Electro-Motive Division of General Motors Corporation for the Chicago & Eastern Illinois, this 1,500-hp. GP-7 unit has been initially assigned to road freight service, where it may be run in multiple with similar units when traffic warrants

CLASS I RAILROADS — UNITED STATES

	1950	1949
Month of December		
Total operating revenues	$ 927,930,231	$ 710,822,417
Total operating expenses	645,421,522	568,470,428
Operating ratio—per cent	69.55	79.97
Taxes	154,803,205	57,868,309
Net railway operating income (Earnings before charges)	113,318,982	68,770,310
Net income, after charges (estimated)	121,000,000	81,000,000
Twelve Months Ended December 31		
Total operating revenues	9,473,210,788	8,580,314,188
Total operating expenses	7,059,273,185	6,891,900,631
Operating ratio—per cent	74.52	80.32
Taxes	1,194,625,883	832,406,968
Net railway operating income (Earnings before charges)	1,039,834,971	686,686,597
Rate of return (Per cent)	4.22	2.86
Net income, after charges (estimated)	786,000,000	434,000,000

erating expenses totaled $3,263,172,763, an increase of 4.3 per cent.

Class I roads in the Southern region in 1950 had an estimated net income of $130,000,000, compared with a net income of $63,000,000 in 1949. Those same roads had a 1950 net railway operating income of $168,713,064, compared with $105,948,147 in 1949. Gross in the Southern region in 1950 totaled $1,316,646,943, an increase of 11.1 per cent compared with 1949, while operating expenses totaled $959,558,327, an increase of 1.7 per cent.

Class I roads in the Western district in 1950 had an estimated net income of $400,000,000, compared with a net income of $249,000,000 in 1949. Those same roads had a 1950 net railway operating income of $480,316,651, compared with $315,120,754 in 1949. Gross in the Western district in 1950 totaled $3,971,837,847, an increase of 10.3 per cent compared with 1949, while operating expenses totaled $2,836,542,095, an increase of 0.5 per cent.

Excessive Speed, Not Trestle, Blamed for P.R.R. Wreck

Excessive speed, rather than faulty construction of a temporary overpass, was assigned as the probable cause of the February 6 wreck of Pennsylvania passenger train No. 733, the "Broker," in hearings conducted jointly by the Interstate Commerce Commission and the New Jersey Board of Public Utility Commissioners at New York, Perth Amboy, N. J., and Point Pleasant, February 8-12.

As reported on page 124 of last week's *Railway Age*, the wreck occurred at a temporary trestle installed at Legion place, Woodbridge, N. J., to facilitate construction of the New Jersey Turnpike, a new trans-state express highway. First reports of the accident indicated that the trestle itself had given way under the weight of the train, which was en route from Jersey City, N. J., to Bay Head Junction with an exceptionally heavy load of homebound commuters, many of whom had transferred from Central of New Jersey trains which had been cancelled by the switchmen's "sickness" strike. The steam locomotive and its tender, the first seven cars, and the leading truck of the eighth car of the 11-car train were derailed. Most of the deaths — now totaling 84 — occurred in the third and fourth cars.

The investigation, designated as Ex Parte No. 178, was conducted, for the I.C.C., by Commissioner William J. Patterson and Examiner E. J. Hoy, and,

"Sickness" Strike Ends; Negotiations Still Fruitless

As this issue of *Railway Age* went to press, railroad service throughout the country had, for all practical purposes, been restored virtually to normal, following "recovery" of "sick" switchmen in the wake of the Army's February 8 order to them to return to work by 4 p.m. on February 10, or face loss of jobs and seniority rights. Issuance of the order—which also provided for an interim pay increase—was reported on page 121 of last week's issue. President Truman's statement concerning the strike, which immediately preceded publication of the Army order, was quoted in full therein.

Actually, as one newspaper reported, there were "mounting indications" that "the 10-day walkout was collapsing of its own accord under pressure of public opinion" even before the Army order was issued. Commuter service in the New York area, for example, was almost normal by February 7, and service along the entire eastern seaboard was approaching normal as of the morning of the 8th. Chicago and St. Louis appear to have been the last major points where switchmen were still on the "sick" list in any great numbers as late as February 8, and most of them were said to have "recovered" rapidly when the Army's order became public.

Meanwhile, the National Mediation Board continued its mediatory efforts in further meetings with the parties in Washington, D.C. At some of these sessions the labor and management representatives were brought together, but no progress toward ending the stalemate was indicated when this issue went to press. The carrier representatives are holding to the settlement set out in the "memorandum of agreement" which was signed by them and the "op" leaders at the White House on December 21, 1950.

On February 14 the four unions issued a statement saying they would agree to placing a moratorium on rules involved in the dispute, provided the carriers granted a wage increase to yard and road men "comparable with pay increases already granted employees in steel and other industries covering employees having similar skills and responsibilities." This proposal was rejected by the roads.

The Washington court proceeding wherein the Brotherhood of Railroad Trainmen and its officers have been called upon to show cause why they should not be punished for contempt of court, because of the strikes of "sick" yardmen, was scheduled to come up for hearing February 19. The hearing was to be before Judge Tamm in the U. S. District Court for the District of Columbia.

Also in Washington is the case involving demands of unions representing non-operating employees for a wage increase of 25 cents per hour. The Mediation Board last week was continuing its efforts to bring about a settlement.

DURING THE SWITCHMEN'S "SICKNESS" STRIKE—The Chicago & North Western parked the sleeping car "Ralph Waldo Emerson" (left) and a dining car—which maintained 24-hour service—in its Proviso yard just outside of Chicago for use by the volunteer and supervisory switch crews who kept emergency and perishable shipments moving through the struck yard during sub-zero weather. The cars were kept warm by the steam switcher visible at the far end. Wherever possible railroads allowed receivers access to cars consigned to them but stalled in neighboring yards during the strike. Here (right) workmen are transferring foundry coke by hand from a car immobilized on a yard track

for the state, by John E. Boswell, president, and Jack Schwartz, deputy executive officer, respectively, of the utility board. The Perth Amboy and Point Pleasant sessions were both held in hospitals, for the purpose of interviewing, respectively, Joseph H. Fitzsimmons and John H. Bishop, engineman and conductor of the wrecked train.

The trestle, according to testimony at the hearings, consisted of four spans, each about 14 ft. 6 in. long, between concrete abutments designed to accommodate a future permanent structure. While actually built by contractors for the turnpike, it was constructed in accordance with plans approved by the railroad and in line with railroad specifications, i.e., with ties "dapped," rather than spiked to stringers. That the trestle was in good condition, and strong enough for the traffic it was intended to carry, was stated by Robert D. McGilvray, superintendent of construction for the Brann & Stuart Co., of Philadelphia, Pa., turnpike contractors; by Kenneth J. Silvey, division engineer of the Pennsylvania's New York division, on which the wreck occurred; by Harry M. Brown, partner and chief engineer of the J. E. Greiner Company, Baltimore, Md., and by Shortridge Hardesty, partner in Hardesty & Hanover, New York. Messrs. Brown and Hardesty, both consulting engineers, appeared as expert witnesses.

Mr. Silvey also stated that the trestle had been examined by men from his department before it had been opened to traffic less than five hours before the wreck; and that it and the track adjoining it had been under inspection for several hours thereafter. Other witnesses testified that the trestle was used prior to the wreck, without incident, by six trains, one light engine, and one switching movement, involving all types of motive power, including two K-4 class Pacific type steam locomotives, identical with the one on the "Broker."

Five-Degree Curves

Mr. Silvey likewise said the temporary detour track leading to the trestle included reverse five-degree curves with one inch superelevation on the outside rails; this, he said, was the maximum superelevation possible in view of the limited distances available for run-offs. He gave 44 m.p.h. as the maximum safe speed for a curve of that type, but said railroad specifications required a 25 m.p.h. limit.

It was his opinion that the locomotive and tender had swayed in opposite directions as they each went into the curves, and that the tender had been derailed first, prior to crossing the trestle, and had pulled the following coaches and finally the locomotive off the track. This opinion was corroborated by Robert K. Sowards, P.R.R. enginehouse foreman at South Amboy, N. J., who said that the No. 1 and No. 2 tender trucks had "hit concrete very hard," and that the locomotive-tender drawbar showed a "decided twist," which indicated to him that the tender was the first unit of the train to be derailed.

A CENTURY OF SERVICE to Mid-America was celebrated by the Illinois Central on Saturday, February 10, in a simple ceremony at Chicago. Mayor Martin Kennelly, of Chicago, on the left, and Governor Adlai Stevenson, of Illinois, on the right, assisted President Wayne A. Johnston and Director Donald Lourie, in the center, of the Illinois Central toll a locomotive bell symbolizing the beginning of the I.C.'s second century of service. Simultaneously with the ringing of the bell, a centennial flag, like the one resting under the bell, was raised over the Illinois Central station and general office building out of sight to the rear. Similar flag-raising ceremonies took place at the same time in 50 locations on the I.C. in 14 states. Following the flag raising ceremony, Governor Stevenson signed a commendation to the Illinois Central on its century of contributions to the progress and welfare of the state of Illinois

The exact speed of the train has apparently not been determined. The engineman first said he had braked down to about 25 m.p.h., but was subsequently quoted by state investigators as having admitted running about 50 m.p.h. In testimony to the I.C.C., however, he reiterated his original statement that the train had been running only in the neighborhood of 25 m.p.h. Conductor Bishop and Richard K. Benton, rear brakeman, the only other members of the crew to testify, said they could not recall any definite speed reduction or braking action just before the wreck, but did not attempt to estimate the exact speed.

Engineman Fitzsimmons insisted that he was looking for "yellow lights" which he apparently expected to see as a warning some distance from the beginning of the temporary track. It was brought out, however, that a railroad general order, No 1806, calling attention to the temporary track and to the speed restriction, had been issued on January 29, and that all members of the wrecked train's crew had signed for receipt of that order. Such an order, Mr. Silvey said, made the Woodbridge restriction a "permanent physical characteristic of the New York division." This, he said, made unnecessary installation of yellow warning or caution lights, flags or boards; such warnings, he added, are used by the Pennsylvania only for temporary or emergency restrictions for which there is no time to issue any general order.

The suggestion that the wreck might have been caused by a hot box was dismissed by John W. Huss, assistant foreman of the railroad's maintenance of equipment department, who said there was "no evidence" of a hot box on either the tender or any of the cars.

The state Department of Public Utilities was planning, as the I.C.C. hearing closed, to conduct additional investigations of its own; while on February 12, at New Brunswick, N. J., Alex Eber, deputy prosecutor of Middlesex county, was endeavoring to obtain a grand jury manslaughter indictment against the railroad. He had charged earlier that the railroad had tried to prevent its employees from giving testimony to his investigators — which the railroad vigorously denied on February 9 — and had "impounded" a number of potential witnesses under state police guard. Benjamin C. Van Tine, assistant attorney general of New Jersey, was quoted as having told newspaper men that the hearings were a "whitewash" and a "disgrace."

More Tariff Simplification Suggested by Alldredge

Interstate Commerce Commissioner J. Haden Alldredge hopes that the railroads will "promptly" take steps "which will lead to an improvement in freight tariff publication." The hope was expressed in a February 9 letter

Car Surpluses and Shortages

Average daily freight car surpluses and shortages for the week ending February 10 were announced by the Association of American Railroads on February 15 as follows:

	Surplus	Shortage
Plain Box	50	16,073
Auto Box	76	119
Total Box	126	16,192
Gondola	835	3,944
Hopper	360	5,120
Covered Hopper	20	9
Stock	1,316	0
Flat	41	703
Refrigerator	816	629
Other	284	22
	3,798	26,619

which Mr. Alldredge wrote to chairmen of the three territorial traffic associations — J. J. Fitzpatrick, Traffic Executive Association — Eastern Railroads; J. G. Kerr, Southern Freight Association; and W. H. Dana, Western Traffic Association. Mr. Alldredge is in charge of the commission's Bureau of Traffic.

His letter opened with a reference to discussions he has had during recent months with traffic representatives of industrial organizations who "have stated that one of their most vexing problems is the difficulty of ascertaining the applicable freight rates, due to the unsatisfactory condition of the freight tariffs."

The commissioner went on to recall that the Bureau of Traffic wrote a letter about the matter to Walter J. Kelly, vice-president of the Association of American Railroads and chairman of the association's committee on freight tariffs. That letter was sent on September 10, 1948. On February 9, 1950, Mr. Alldredge also recalled, the commission issued an order establishing a schedule for incorporation of the Ex Parte 162 and Ex Parte 166 increases into the basic tariffs.

Commissioner Alldredge recognized that the railroads have not only complied with this order, but "have generally gone beyond it by including the Ex Parte 168 increases in the reissued tariffs." At the same time, the commissioner noted that there still remains a "large number" of tariffs to which it is necessary to apply the three master tariffs to determine the rates. He also mentioned what he called "excessive supplementation," which remains as a result of wartime relaxations of tariffs rules because of paper shortages and the difficulty of obtaining printing.

"The problem of tariff simplication, however," Mr. Alldredge continued, "involves more than the mere reissuance of tariffs to reduce the supplementary material. There is obviously room for general improvement of the tariff situation by careful study of all phases of the problem — the style of type, the arrangement of the contents, clarity of language and, finally, the overall plan of tariff publication."

The commissioner also said that letters containing suggestions have been received from several shipper representatives. These writers "not only criticize the railroads for permitting their tariffs to become so complex, but they also criticize some of our tariff rules and fourth section and formal orders . . . ."

Although he referred to suggestions that the railroads set up a special tariff-simplification committee, Mr. Alldredge added that it was not his purpose to say how the railroads should approach the simplification job. The suggestion for the creation of a committee has been made by the National Industrial Traffic League. If such a group is established, it should be "authorized and directed to consult and work freely" with the Bureau of Traffic, Mr. Alldredge suggested.

D.T.A. Appointment

Joseph E. Keller of Washington, D.C., has been appointed advisor on federal-state transport relations to the Defense Transport Administration.

Mr. Keller served as advisor on "trade barriers" with the Office of Defense Transportation during World War II. He also served as a major in the Transportation Corps. Associated with a Washington law firm, Mr. Keller has been in practice before the Interstate Commerce Commission and other federal and state agencies dealing with transport problems.

Derailments Due to Coupler Keys Working Out

A western railroad reports that it experienced three train accidents during 1950, involving main line derailments, as well as several other derailments in train yards, all caused by coupler draft keys working out and allowing couplers to drop between the rails. One of these derailments resulted in loss of 30 loaded freight cars, as fire broke out because of the accident and could not be controlled.

A.A.R. Interchange Rule 3, Sec. (d), outlines existing requirements with respect to draft-key retainers for cars moving in interchange service, as well as requirements which are to become effective on January 1, 1952. Sec. (g) of Interchange Rule 18 reads as follows:

"When cars are on repair tracks for any purpose, A.A.R. alternate standard, or approved equivalent, coupler draft-key retainers should be applied in place of non-approved retainers, at car owner's expense, whether or not defective. Former A.A.R. Standard T-type retainers must not be removed unless defective, but should have an approved lock applied, at car owner's expense, thus converting it to an A.A.R. alternate standard."

In a recent circular, the A.A.R. Mechanical Division points out that Sec. (d) of Rule 3 was modified on January 1, 1949, and Sec. (g) was added to Rule 18 in the 1950 Code for the express purpose of causing cars to be equipped with improved designs of coupler draft-key retainers and thereby eliminate most of the accidents due to coupler draft keys working out.

The circular urges strict adherence to this rule and close supervision to assure careful checking of the condition of draft keys and retainers of all cars before departure from terminals.

Big Air Lines and Feeders Enter Coordination Pact

An agreement between 21 certificated air lines and so-called "taxi-service" operators which are members of the National Air Taxi Conference has brought air transportation service to "several hundred additional communities," according to a February 10 announcement by Merrill F. Redfern, executive secretary of the Air Traffic Conference. The agreement, Mr. Redfern explained, "is designed to increase the usefulness of air transportation to the public by promoting direct connections with the scheduled certificated carriers by the air taxi operators."

Under the agreement, the explanation continued, "it is possible for a traveler living in a community served by a small irregular carrier, not only to fly to an airport where a certificated airline operates, but also to get reservations for his flight on the scheduled airline through the local taxi service operator." Mr. Redfern expressed his belief that the service "will be of great value to the smaller communities," because "most of the important areas not now served by scheduled air transportation are located within one hour's flying time, or less, from the nearest scheduled airline stop."

Reading Plea for Relief On Cab Signals Denied

The Interstate Commerce Commission has denied a petition of the Reading in which that road sought permission to operate freight locomotives between Jenkintown, Pa., and Bethlehem, approximate'y 45.8 miles, without cab signal devices.

The commission said granting this relief "would substantially reduce the safety of operation." Traffic on the line consists of 17 through passenger trains and 9 through freight trains daily, in addition to 107 daily movements of multiple unit electric suburban trains over 13.6 miles of the line.

December Truck Traffic

Motor carriers reporting to the American Trucking Associations transported 3,410,019 tons of freight in December 1950, an increase of 0.3 per cent over the previous month's total of 3,399,326 tons, and an increase of 27.2 per cent above the 2,680,092 tons transported in December 1949. The figures, according to A.T.A., are based on comparable reports from 257 truckers in 39 states.

As it announced these returns for the

final month of 1950, the A.T.A. said it was discontinuing its monthly reports on volume of truck tonnage. It said the reports have been based upon a "small sample" and that such procedure is considered inadequate, particularly since more complete data is available quarterly through the Interstate Commerce Commission. The A.T.A. said it would continue to release its quarterly report covering all Class I motor carriers subject to the I.C.C.

Waybill Studies

Three additional waybill studies have been issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. They are Statement No. 5062, State-to-State Distribution of Traffic and Revenue in the Products of Agriculture Group — Terminations in the Year 1949; Statement No. 511, State-to-State Distribution of Traffic and Revenue in the Products of Mines Group — Terminations in the Year 1949; and Statement No. 514, Territorial Distribution of Traffic and Revenue by Commodity Groups — Terminations in Second Quarter, 1950.

Fleischmann Heads N.P.A.

Manly Fleischmann has been appointed by Secretary of Commerce Sawyer as administrator of the National Production Authority. Formerly general counsel of N.P.A., Mr. Fleischmann has been acting administrator since January 23, when former administrator William H. Harrison became administrator of the Defense Production Administration.

C. of Ga. Would Sell Water Rights to Seatrain

The Interstate Commerce Commission has been asked to approve a plan whereby Seatrain Lines, Inc., would acquire the Ocean Steamship Company's certificate authorizing operations as a common carrier by water in Atlantic coastwise service between New York and Savannah, Ga., and also between those points and Boston, Mass. Ocean, a subsidiary of the Central of Georgia, has not operated the water line involved since 1942.

The application to the commission was a joint proposal of Ocean, Seatrain, and the Ocean Coastwise Line, Inc. The latter was organized recently for procedural purposes in carrying out the proposed transaction. Upon consummation of the transaction, Coastwise would be merged into Seatrain; and authority for such merger was also sought.

The application indicated that Seatrain would pay approximately $36,000 for the operating rights involved; and that operations between New York and Savannah would be resumed, being conducted by Seatrain with the "Seatrain" type of vessel. The resumption would require an investment of $6 million, which would include the cost of one "Seatrain" vessel and the cost of new terminal facilities at Savannah, the application also said. It added that approximately $2 million would be borrowed, secured by a mortgage on the vessel.

Omnibus Transport Bill Will Be Introduced Soon

Senator Johnson, Democrat of Colorado, has said the legislation being prepared as a result of last year's hearings on domestic land transportation "will include everything, even the kitchen stove." Addressing the 44th annual dinner of the Washington, D. C., Traffic Club on February 7, Senator Johnson said this bill will be introduced soon and will serve principally as a target at further hearings before the Senate Interstate and Foreign Commerce Committee.

The senator said the preliminary draft of the bill, as drawn up by the committee staff, was "as big as a Sears Roebuck catalog." He indicated the Senate committee "will cut it down some," and added that "you folks will have a chance to come back and tell us what you think of the cure we have worked out." He said he did not think transportation "needs" much legislation, nor that it will get very much. "I am not one to think you can cure every ill through legislation," he said.

The bill which Senator Johnson was discussing is based on the testimony submitted during the 81st Congress to the Senate subcommittee headed by the former Senator Myers. Senator Johnson, who is chairman of the full Senate interstate commerce committee, succeeded to the chairmanship of the subcommittee after Senator Myers was defeated for re-election. (See *Railway Age* of January 29, page 47-48.) The Myers group did not issue a report on the hearings it conducted, and the present bill is designed to take the place of such a report.

Turning to some of the specific problems raised in the hearings, Senator Johnson cited as one example the "poor definition or classification" of truck transportation. He said there are eight million trucks on the highways, with less than one million under Interstate Commerce Commission jurisdiction — "enough loopholes to drive seven million trucks through." He said this kind of "loose legislation" is typical in the transportation field.

As to the matter of overloaded trucks destroying the highways, the Senator said he believed "there's a whole lot to that." He went on to say, however, that he believes trucks are paying their way, on the basis of taxes. But he indicated that he "hasn't forgotten" that legislation to establish a load limit on trucks "is very badly needed," and he said he thought he should have the cooperation "of all truck lines in getting this passed into law."

Senator Johnson was introduced by Edward F. Lacey, executive secretary of the National Industrial Traffic League, who served as toastmaster for the evening. More than 800 members and guests were present at the dinner. Among those seated at the president's table were F. G. McCann, president of the club; W. T. Faricy, president of the Association of American Railroads; James K. Knudson, defense transport administrator; I. C. Commissioners Alldredge and Mahaffie; Secretary Bartel of the I.C.C.; Representative Beckworth, Democrat of Texas, and acting chairman of the House Interstate and Foreign Commerce Committee; and E. G. Plowman, director of the Military Traffic Service, Department of Defense.

1% VS. 99%
Are Our Texas Highways Being Destroyed by 1% of Highway Users?
This question is presented squarely for the first time by the Texas Tax Journal in its booklet, "The Case of the One Per Centers."
Every Texan who wants good highways, adequate for 99 of every 100 users, should write for a free copy of this revealing booklet.
Approximately 99% of all Texas motor vehicles are registered for a gross weight of 20,000 pounds or less.
All Texas taxpayers, including your Texas Railroads, have reason to be concerned about the high cost of constructing and repairing our highways and the prospect of building more costly roads made necessary by the operation of highway "box cars."
No one has any desire to bar vehicles of reasonable size from our highways, so long as each pays its fair share of construction and repair costs.
Other Texas taxpayers should not be required to shoulder the burden of a roadway system for highway "box cars", representing only 1% of highway users.
Every Texan interested in good highways without increasing the growing tax burden should fill out the coupon below and get a copy of this valuable booklet.
CLIP AND MAIL NOW

INSTITUTIONAL ADVERTISING by Texas railroads hinges on the proposition that highway users themselves should require the "one per cent" which represents heavy commercial trucking to live by the rules and pay its fair share of highway costs

Crump Outlines C. P. Equipment Policies

Annual replacement cost of wornout locomotives and rolling stock on the Canadian Pacific is around $36 million, with an additional $21 million being spent annually for new equipment to care for new business arising from population growth and increased production, N. R. Crump, C. P. vice-president, told the Advertising and Sales Executives Club of Montreal, Que., on February 7.

The C. P., Mr. Crump said, has additional diesel units on order, and "further dieselization of important areas will take place progressively." New passenger cars are being steadily added to main-line trains, and existing cars are being modernized, but "Canada has not the traffic density which would enable the company to get satisfactory utilization" out of streamline

trains. Transport facilities of a company like the C. P., he explained, "are well in excess of Canada's 14 million population."

Freight Car Loadings

Loadings of revenue freight in the week ended February 10 totaled 573,163 cars, the Association of American Railroads announced on February 15. This was a decrease of 77,961 cars, or 12 per cent, compared with the previous week; an increase of 4,347 cars, or 0.8 per cent, compared with the corresponding week last year; and a decrease of 126,279 cars, or 18.1 per cent, compared with the equivalent 1949 week.

Loadings of revenue freight for the week ended February 3 totaled 651,124 cars; the summary for that week, as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, February 3 District	1951	1950	1949
Eastern	122,814	115,338	130,625
Allegheny	142,959	121,630	149,472
Pocahontas	54,372	43,725	57,938
Southern	112,480	115,168	115,767
Northwestern	63,562	65,881	71,858
Central Western	106,839	97,724	105,928
Southwestern	48,098	52,998	50,555
Total Western Districts	218,499	216,603	228,341
Total All Roads	651,124	612,464	682,143
Commodities:			
Grain and grain products	44,106	40,388	38,514
Livestock	5,798	7,349	9,781
Coal	138,554	105,346	155,155
Coke	15,169	11,413	15,619
Forest products	36,846	32,291	29,448
Ore	14,080	11,722	11,375
Merchandise l.c.l.	68,530	81,950	93,182
Miscellaneous	328,041	322,005	329,069
February 3	651,124	612,464	682,143
January 27	784,185	635,934	679,302
January 20	779,816	619,163	709,837
January 13	783,025	629,543	733,865
January 6	662,444	505,753	721,507
Cumulative total 5 weeks	3,660,594	3,002,857	3,526,654

In Canada.—Carloadings for the week ended February 3 totaled 72,157 cars, compared with 76,257 cars for the previous week, and 67,710 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
February 3, 1951	72,157	33,516
February 4, 1950	67,710	28,971
Cumulative totals for Canada:		
February 3, 1951	367,524	172,273
February 4, 1950	315,959	139,215

Bill Would Give I.C.C. Emergency Per Diem Powers

Representative Andersen, Republican of Minnesota, has introduced in Congress a bill to amend the Interstate Commerce Act and give to the Interstate Commerce Commission emergency powers over equipment rentals, thus permitting it to use the per diem rate as a device to promote efficiency in the utilization of freight cars.

The bill, H. R. 2517, would amend section 1 (15) of the act in line with one of the legislative recommendations contained in the commission's annual report. (See *Railway Age* of January 29, page 16.)

Explaining his proposal in a February 8 House speech, Representative Andersen said his bill "would give to the I. C. C. the power to regulate the rental charges on box cars." He said eastern roads do not return empty cars to the West promptly, but instead use them "day after day" in "shuttle service." By raising the rental to a "reasonable" figure, the I. C. C. can regulate the use of these cars "and prevent chaotic conditions occurring periodically in the great grain-producing areas of our nation," he said.

O.D.M. Director Names Assistant on Manpower

Dr. Arthur S. Flemming, president of Ohio Wesleyan University, Delaware, Ohio, has become assistant to Director Charles E. Wilson of the Office of Defense Mobilization. Dr. Flemming, who was formerly a member of the U. S. Civil Service Commission, will be in charge of manpower problems for O.D.M.

Indiana Seeks Stiffer Truck Overload Penalties

Largely as a result of the so-called "Elkhart case," in which a truck driver from Philadelphia, Pa., was jailed at Elkhart, Ind., because he was unable to pay an overweight fine of $1,870, the Indiana state administration is reported to be actively seeking passage by the legislature of House Bill 106, which would: (1) amend the present law to make the owner of a truck, as well as the driver, responsible for violations of the state's weight law; and (2) require state authorities to impound any truck violating that law until the excess weight is removed and the fine paid.

Newspaper reports from Indianapolis also indicate growing sentiment in Indiana for cancellation of its truck license reciprocity agreements with other states, so far as those agreements apply to vehicles with gross weights of over 20,000 lb.

Bills in Congress

Several bills and resolutions of interest to the railroads have been introduced in Congress since the listing in *Railway Age* of January 15, page 242. Like those on that previous list, most of the additional proposals were also before the previous Congress; but they died when its sine die adjournment caught them at various stages short of final enactment.

Among measures revived by reintroduction are resolutions to approve the United States-Canada agreement for construction of the St. Lawrence seaway and power project (S.J. Res. 27 and H.J. Res. 102 and 122), and the so-called radio-rules bill (H.R. 1998). The latter would amend the Interstate Commerce Act's section 25, which now contains provisions of the so-called Signal Inspection Act, to give the Interstate Commerce Commission authority over installations of radio and other train-communication systems. These and other proposals of interest to the railroads are listed below, together with their sponsors.

Introduced in Senate

S.7, to amend the Civil Aeronautics Act to provide for merger and consolidation of international air carriers for the United States (McCarran of Nevada).

S.8, to create an independent air safety board (McCarran of Nevada).

S.9, to amend the Civil Aeronautics Act to provide for regulation of non-certificated air carriers and contract air carriers (McCarran of Nevada).

S.12, to amend the Civil Aeronautics Act with respect to international air transport agreements (McCarran of Nevada).

S.73, to authorize construction of access roads necessary to national defense (Smith of Maine).

S.305, "to supplement the national transportation policy and aid in achieving such policy" (Hill, for himself and Sparkman, both of Alabama). This proposal to carry out various recommendations of the former Board of Investigation and Research calls for creation of a public transportation authority in the executive branch of the federal government, and a public transportation counsel in the Department of Justice.

S.399, to increase annuities under the Railroad Retirement Act (Langer of North Dakota).

S.436, to provide for separation of subsidy from air-mail pay (Johnson of Colorado).

S.446, to authorize the postmaster general to enter into special agreements for certain switching service by railroads (Humphrey of Minnesota).

S.475, to amend the Civil Aeronautics Act with respect to local enforcement of safety regulations of civil aviation (Brewster of Maine).

S.476, "to encourage the development of a safe United States flag international air transportation system. . . ." (Brewster of Maine).

S.477, to provide for development of civil transport aircraft adaptable for auxiliary military service (Brewester of Maine).

S.478, to authorize the United States Maritime Commission to provide for development of lighter-than-air rigid airships for commercial use (Brewster of Maine).

S.479, to provide for coordination of aviation policy (Brewster of Maine).

S.480, to amend the Civil Aeronautics Act to provide for regulation of interstate contract carriers by air (Brewster of Maine).

S.481, to provide for transport aircraft adaptable for both commercial and military service (Brewster of Maine).

S.482, to effect a comprehensive revision of the Civil Aeronautics Act (Brewster of Maine).

S.510, to amend the Railroad Retirement Act to permit retirement with full annuity at age 60 after 30 years of service (Johnson of Colorado).

S.535, to provide for separation of mail pay from subsidies in the case of air carriers engaged in international air transportation (McCarran of Nevada).

S.551, to prohibit discrimination in employment because of race, religion, color, national origin, or ancestry (Ives of New York, for himself and 11 other senators).

S.681, to amend the Railroad Retirement Act to increase the amount of wages which disabled annuitants and survivors of in-

sured employees may earn without impairing benefits accorded to them under such act (Johnson of Colorado).

S.719, a so-called basing point bill to "establish beyond doubt that . . . it is a complete defense to a charge of price discrimination for the seller to show that its price differential has been made in good faith to meet the equally low price of a competitor" (McCarran of Nevada, for himself and five other senators).

S.725, to amend the Railroad Retirement Act to permit voluntary retirement at age 60 and compulsory retirement at age 70 by individuals who have completed 30 years of service (Watkins of Utah).

S.J.Res.27, to approve the United States-Canada agreement for construction of the St. Lawrence seaway and power project (Green of Rhode Island, for himself and 21 other senators).

S.Res.13, to provide for an investigation, by the Senate committee on interstate and foreign commerce, of the collision which occurred on the Long Island November 22, 1950 (Langer of North Dakota).

S.Res.22, to provide for an investigation, by the Senate committee on interstate and foreign commerce, of causes and means of relieving "the existing shortage of railroad equipment" (Langer of North Dakota).

S.Res.23, to provide for an investigation, by the Senate committee on post office and civil service, of the Post Office Department's arrangements with railroads for transportation of mail (Langer of North Dakota).

S.Res.55, to extend until June 30 the Senate interstate commerce committee's authority to carry on its comprehensive study of domestic land and water transportation (Johnson of Colorado).

Introduced in House

H.R.1019, "to declare and protect the rights of the public when labor disputes result in, or threaten to result in, danger to the public health or safety" (Hale of Maine).

H.R.1021, to amend the Interstate Commerce Act with respect to the jurisdiction of the Interstate Commerce Commission over foreign commerce (Hale of Maine).

H.R.1048, to amend the Interstate Commerce Act to exempt therefrom any railroad which operates wholly within a state if 95 per cent or more of its passenger revenues are derived from intrastate transportation of passengers (Leonard W. Hall of New York). The purpose of this bill is to remove the Long Island from I.C.C. jurisdiction.

H.R.1070, to amend the Railroad Retirement Act with respect to the eligibility for benefits of "certain employees on furlough on the date of enactment. . . ." (Shafer of Michigan).

H.R.1091, to repeal provisions of law exempting labor organizations from the antitrust laws (Wilson of Texas).

H.R.1185, to appropriate funds for construction of the Tennessee-Tombigbee inland waterway (Elliott of Alabama).

H.R.1187, to amend the Railroad Retirement Act to permit payment of survivors annuities to individuals for months in which they render service for wages of less than $75 (Ford of Michigan).

H.R.1285, to amend the Civil Aeronautics Act to provide for economic regulation of air carriers engaged in foreign air transportation (Kennedy of Massachusetts).

H.R.1308, to repeal taxes on transportation of persons (Scudder of California).

H.R.1309, to reduce the rate of tax on transportation of property (Scudder of California).

H.R.1313, to amend the Railroad Retirement Act to increase annuities payable thereunder (Vursell of Illinois).

H.R.1404, H.R.1405, and H.R.1406, to liberalize various benefit provisions of the Railroad Retirement Act (Van Zandt of Pennsylvania).

H.R.1524, to amend the Railroad Retirement Act to make employees eligible for annuities after 30 years of service, regardless of age, and to make widows eligible for annuities, regardless of age (Boggs of Louisiana).

H.R.1528, to provide additional capital for the government-owned Inland Waterways Corporation, operator of the Federal Barge Lines (Boggs of Louisiana).

H.R.1880, to amend section 1404 of title 28, United States Code, "with respect to the transfer of certain civil actions from one district to antother" (Celler of New York). This would take from federal district court judges the discretion they now have to transfer cases brought under the Federal Employers' Liability Act to other district courts.

H.R.1898, to authorize an annual appropriation to enable the secretary of commerce to compile and make available information and statistical data relating to travel within the United States (Potter of Michigan).

H.R.1941, to amend the Railroad Retirement Act (Jonas of Illinois).

H.R.1954, to provide a transcontinental superhighway with alternate sections (Staggers of West Virginia).

H.R.1955, to provide that standard time shall be the measure of time for all purposes and to authorize Congress to establish daylight-saving time for any year by concurrent resolution (Staggers of West Virginia).

H.R.1958, to provide reduced fares for members of the armed forces traveling in uniform at their own expense (O'Neill of Pennsylvania).

H.R. 1998, to amend section 25 of the Interstate Commerce Act to authorize the I.C.C. to require certain common carriers by railroad to install and maintain communication systems and to establish and observe operating rules and regulations in connection therewith (Crosser of Ohio). This bill is the so-called radio-rules bill.

H.R.2092, to prohibit discrimination in employment because of race, religion, color, national origin, or ancestry (Javits of New York).

H.R.2129, to provide for a 25 per cent increase in annuities and pensions payable to railroad employees and to their survivors (Cunningham of Iowa).

H.R.2193, to prohibit discrimination in employment because of race, color, religion, or national origin (Klein of New York).

H.R.2227, to prohibit discrimination in employment because of race. . . . (Dollinger of New York).

H.R.2228, to amend the Interstate Commerce Act to prohibit segregation of passengers on account of race or color (Dollinger of New York).

H.R.2256, to amend the Railroad Retirement Act to permit certain employed persons to be paid annuities thereunder (Smith of Virginia).

H.R.2313, to amend the Railroad Retirement Act to provide full annuities, at compensation of half salary or wages based on the five highest years of earnings, for individuals who have completed 35 years of service or have attained the age of 60 (Cunningham of Iowa).

H.R.2338, to authorize vessels of canadian registry to transport iron ore between U. S. ports on the Great Lakes during 1951 (Hart of New Jersey).

H.R.2343, to amend the Carriers Taxing Act to make 1951 tax rates applicable to future years (Morton of Kentucky).

H.J.Res.102 and H.J.Res.122, to approve the United States-Canada agreement for construction of the St. Lawrence seaway and power project (Zablocki of Wisconsin and O'Brien of Michigan).

ITALIAN, GREEK AND SPANISH RAILROADS are reported to be using new diesel rail cars of this type, built by the Fiat Company of Turin, Italy. The 420-hp. car can be coupled in multiple unit control with a second similar car to make, with an added trailer coach, a complete three-car unit with a seating capacity of 250 persons and a maximum speed of from 60 to 77 m.p.h. Each car has a snack bar. The Greek government is said to have ordered eight three-car units, while additional units are being built for Spain

N. & W. Clerks to Take "Straw Vote" on Union Shop

A group of Norfolk & Western clerical employees in Roanoke, Va., have formed a "Union Shop Survey Committee," headed by Monte G. Liggan,

Selected Income and Balance-Sheet Items of Class I Steam Railways in the United States

Compiled from 127 reports (Form IBS) representing 131 steam railways

(SWITCHING AND TERMINAL COMPANIES NOT INCLUDED)

Income Items	United States: For the month of October 1950	For the month of October 1949	For the ten months of 1950	For the ten months of 1949
1. Net railway operating income	$134,629,278	$46,652,013	$814,671,804	$542,634,268
2. Other income	17,741,621	17,522,705	187,514,288	170,898,820
3. Total income	152,370,899	64,174,718	1,002,186,092	713,533,088
4. Miscellaneous deductions from income	4,031,300	2,706,615	38,582,091	29,722,194
5. Income available for fixed charges	148,339,599	61,468,103	963,604,001	683,810,894
6. Fixed charges:				
6–01. Rent for leased roads and equipment	11,910,534	10,981,191	103,057,153	100,526,616
6–02. Interest deductions[1]	25,058,866	23,492,400	250,630,912	245,079,278
6–03. Other deductions	234,640	272,836	2,223,164	2,070,820
6–04. Total fixed charges	37,204,040	34,746,427	355,911,229	347,676,696
7. Income after fixed charges	111,135,559	26,721,676	607,692,772	336,134,198
8. Other Deductions	3,272,329	3,369,937	32,365,336	31,826,929
9. Net income	107,863,230	23,351,739	575,327,436	304,307,269
10. Depreciation (Way and structures and Equipment)	36,473,536	34,064,934	356,214,939	336,454,545
11. Amortization of defense projects	1,279,513	1,360,623	13,615,390	13,658,161
12. Federal income taxes	86,590,307	21,679,133	428,775,945	221,639,314
13. Dividend appropriations:				
13–01. On common stock	14,065,088	5,240,856	137,169,811	133,590,057
13–02. On preferred stock	12,232,312	4,371,855	58,870,043	50,047,082
Ratio of income to fixed charges (Item 5 ÷6—04)	3.99	1.77	2.71	1.97

Selected Expenditure and Asset Items	United States: Balance at end of October 1950	Balance at end of October 1949
17. Expenditures (gross) for additions and betterments—Road	$221,932,156	$273,096,610
18. Expenditures (gross) for additions and betterments—Equipment	657,124,737	839,642,960
19. Investments in stocks, bonds, etc., other than those of affiliated companies (Total, Account 707)	467,417,908	504,922,788
20. Other unadjusted debits	112,660,171	124,631,234
21. Cash	999,063,502	761,295,720
22. Temporary cash investments	1,008,341,230	777,548,265
23. Special deposits	135,429,427	103,159,302
24. Loans and bills receivable	1,030,298	537,757
25. Traffic and car-service balances—Dr.	62,048,140	43,156,685
26. Net balance receivable from agents and conductors	165,345,821	121,779,279
27. Miscellaneous accounts receivable	378,328,916	273,514,251
28. Materials and supplies	699,974,311	746,422,280
29. Interest and dividends receivable	14,780,300	17,290,193
30. Accrued accounts receivable	211,022,292	153,052,845
31. Other current assets	37,784,264	36,793,225
32. Total current assets (items 21 to 31)	3,713,148,501	3,034,549,802
Selected Liability Items		
40. Funded debt maturing within 6 months[2]	$146,829,709	$118,795,641
41. Loans and bills payable[3]	1,915,869	8,780,755
42. Traffic and car-service balances—Cr.	106,610,921	79,298,593
43. Audited accounts and wages payable	513,122,973	420,721,972
44. Miscellaneous accounts payable	250,301,943	216,673,295
45. Interest matured unpaid	30,175,644	30,915,421
46. Dividends matured unpaid	3,772,589	3,867,092
47. Unmatured interest accrued	78,103,676	77,889,782
48. Unmatured dividends declared	41,216,296	23,934,754
49. Accrued accounts payable	188,409,518	160,477,637
50. Taxes accrued	829,741,453	674,246,622
51. Other current liabilities	97,742,788	80,986,966
52. Total current liabilities (items 41 to 51)	2,141,113,670	1,777,792,889
53. Analysis of taxes accrued:		
53 01. U. S. Government taxes	661,427,799	516,897,409
53–02. Other than U. S. Government taxes	168,313,654	157,349,213
54. Other unadjusted credits	301,278,315	271,410,402

[1] Represents accruals, including the amount in default.
[2] Includes payments of principal of long-term debt (other than long-term debt in default) which becomes due within six months after close of month of report.
[3] Includes obligations which mature not more than one year after date of issue.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

stenographer-clerk in the accounting department. The group will attempt to place in the hands of each N.&W. employee who comes under the jurisdiction of the Brotherhood of Railway Clerks, a ballot giving each one a chance to cast a "straw vote" for or against the question: "Are you in favor of the management of the Norfolk & Western entering into a union shop and check-off of dues contract with the Brotherhood of Railway Clerks?"

Neither the management of the company nor the brotherhood, the committee says, are connected with the project, but results of the balloting will be turned over to both "to let them know just how the employees feel about the union shop."

Man-Hours Required Per Freight Car Are Reduced

Railroad car shops required an average of 10 per cent fewer man-hours per car in building similar types of cars in 1948 than in 1939, according to a re-report issued recently by the U. S. Department of Labor. The report, entitled "Man-Hours Expended Per Car, Railroad Freight Cars, 1939-48," said the reduction in man-hours resulted mainly from larger orders and increased output in the postwar years. Longer production runs increased manufacturing efficiency, and pemitted spreading over a greater number of cars the high initial man hour requirements for starting up production, the report said.

The most substantial reduction in man-hours was made on hopper cars, where a 28 per cent decline occurred in the ten years. Man-hour requirements per box car dropped approximately 10 per cent during the period, but requirements for gondola cars were 6 per cent higher in 1948 than in 1939, according to the report. Average man-hours expended per car during the decade ranged from 309 for 50-ton hopper cars to 521 for 50-foot box cars.

N.P.A. Will Help Diesel-Engine Builders

The National Production Authority has informed an advisory committee of the diesel engine industry that measures will be developed to assist in securing materials needed for production of these engines for essential uses.

Members of the committee had expressed concern over shortages of steel, aluminum and other materials. They pointed out that heavy duty diesels are being used as prime movers of trains and vessels, and in the production of power and aluminum. They said they also expect an increase in defense orders in the near future.

N. P. A. advised the group that it "may be necessary" to limit future productions of diesel engines to those needed for "highly essential uses."

Estimates of materials needed for filling orders during the remainder of 1951 are to be filled with N. P. A., together with lists of orders on producers' books. According to the agency, this information will be used in considering materials to be made available to the industry.

Stewart, Flinn Air Case For, Against Ohio Belt Project

"There is not only room, but there is great need, for full utilization of every segment of our transportation system. It is imperative that we develop such auxiliary channels as may be vital to assure an uninterrupted flow of raw materials to our basic industries as the production tempo increases."

Thus did H. B. Stewart, Jr., president of the Akron, Canton & Youngstown, and chief spokesman for the Riverlake Belt Conveyor Lines, lay the cornerstone for his arguments in support of twin bills (S.B. 51 and H.B. 149) before the Ohio state legislature, which would give conveyor belt companies the right of eminent domain within the state. (See the February 5 *Railway Age*, page 68.) Speaking recently before the Cleveland City Club, Mr. Stewart emphasized that the River-

Smoothest Snubber of All

There's nothing like simple Simplex Snubbers for taking the bounce out of old freight cars with rough-riding, short-travel springs. Impartial tests prove Simplex *first* in smooth, effective performance. These durable snubbers with rubber "springs" protect roadbed, car, and contents.

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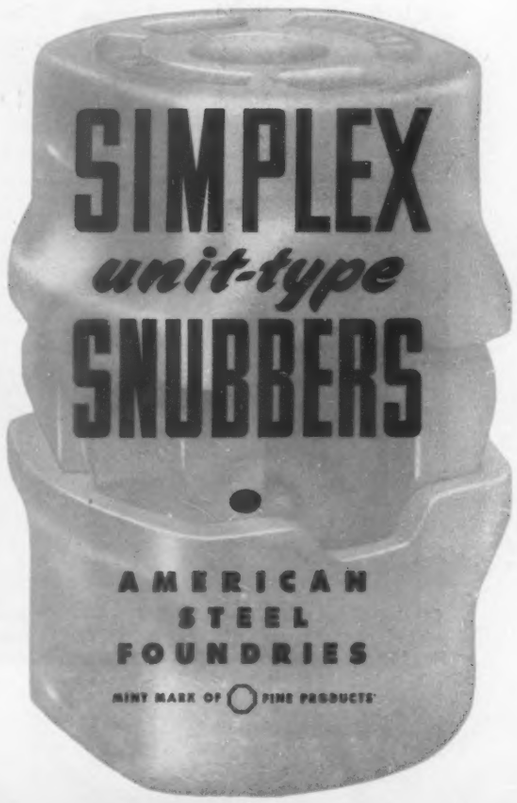


lake belt, if its construction is permitted, will be financed entirely from private capital and that its status as to taxes and with regulatory bodies would be similar to other privately owned public utilities. "Riverlake asks for no subsidies," he said. "Riverlake asks for only the right to construct, the right to produce and the right to compete. Without such there is no free enterprise."

Speaking of the car shortage, the age of the present car fleet and the productive capacity of car building shops under steel allocation, Mr. Stewart said that railroads — "my first love" — must have relief through higher freight rates and relief from subsidies. "But they cannot, however, expect to improve their position merely by attempting to exclude from the field of free enterprise a more efficient and cheaper form of competitive transportation, particularly one without benefit of subsidy.

"For years the railroads have been saying that all they have wanted is relief from subsidized competition. They asked for only equal opportunities. In turn they have been the loudest exponents of free enterprise and technological advancement. Yet here is a privately financed enterprise that the railroads are opposing.

"Actually the development of overland conveyor transportation is a tailor-made job for the railroads. It is heavy transportation. Many elements involved in the operation of a belt conveyor system are similar and closely parallel the functions and operations of a railroad. If the railroads do not 'miss the boat,' many of them, as well as the A.C.&Y., will supplement their operations by belt conveyor methods."

Railroads Take Dim View

Pointing out that "bunching" of ore boats as the result of storms, fog or ice is the principal cause of delay to ore traffic, Rufus H. Flinn, chairman of the Ohio railroads' special transportation committee to oppose the belt project, has said in a press statement that, exclusive of facilities at Buffalo, N. Y., there are 11 coal docks and 10 ore docks — all railroad owned — plus 5 additional iron and steel company docks, ready to absorb the overload. "How delays can be avoided if, as the belt people seem to anticipate, all of the bunched vessels had to go to one dock, presents a problem that their propaganda has not envisioned," he said.

"According to the original — and only specific tonnage estimates of the belt promoters — the device is expected to load not more than seven million tons of coal into and about 32 million tons of iron ore out of lake vessels. At an average vessel loading of 10,000 tons, this means that the belt would supply cargoes for only 700 vessels but would make 3,200 boats empty. Since the economic operation of bulk vessels on the Great Lakes is dependent upon two-way movements — principally coal upbound and iron ore downbound — some 2,500 of the 3,200 boats unloaded at the belt must thereafter be moved light to other ports for loading."

"Need Is Now" for Sound Transport Policies—R.B.A.

"While action in Congress on transportation legislation resulting from the facts and figures and recommendations presented by carriers and others in the hearings held in 1950 by the Transportation Subcommittees of both houses . . . may be deferred until later in the year . . . this intervening period affords an opportunity for the consideration by business groups throughout the country of the major transportation problems which must be dealt with by Congress, and for decision by these groups of their own position in regard to the proposals put forward for solution of these problems."

So says the Railway Business Association in the introduction to a 12-page pamphlet mailed on February 10 to the heads of about 3,000 business groups throughout the country, with a request that they send to the R.B.A. their views on transportation problems. The association, says its president, P. Harvey Middleton, hopes to obtain "frank expressions" of opinion for or against specific recommendations set forth in the pamphlet, with a view to accumulating "valuable material for later use when legislative proposals are under consideration in congressional committees."

"An early solution of the problems of the railways [the pamphlet says in part] is essential in the interests of our peacetime economy. It is even more essential when viewed from the standpoint of military security. . . .

"Despite the fact that our railways are so essential to the maintenance of our modern way of life and to our national safety, their earnings, even in a period of heavy traffic, are critically inadequate. . . .

"It is abundantly clear that the present situation of the railways does not conform to the national transportation policy. . . .

"The fundamental cause for the unsatisfactory financial condition of the railways is the unfair competitive situation. The railways must compete with other forms of transportation which are aided generously by government subsidies, and whose operations are less rigidly controlled by regulation than are the railways. . . .

"It is clearly in the public interest that the present competitive inequalities should be eliminated as soon as possible. Given equality of treatment, it would be up to each form of transportation to demonstrate its ability to survive under our system of free enterprise.

"The users of transportation instead of the taxpayers should pay for the services made available to them by public expenditures for highways, waterways, and airways. . . .

"The growth of traffic on the highways, waterways, and airways, as a result of government expenditures, has not been accompanied by reduced contributions from public funds. The greater the traffic, the greater have been the government expenditures."

The pamphlet continues to point out that "the danger of [railway] nationalization in this country lies in the inability of our railways to earn a fair return, owing to the increasing diversion of higher rated traffic to subsidized competitors"; that congressional committees have available "a complete record of the inequalities and unfair conditions which have developed since 1920"; and that "strengthening of the economic condition of the railways, and the resulting improvement in the industry supplying the railways," is "vitally necessary . . . to the prosperity of the nation as a whole." It then summarizes, as follows, the seven recommendations on which the R.B.A. is seeking opinions from other business organizations:

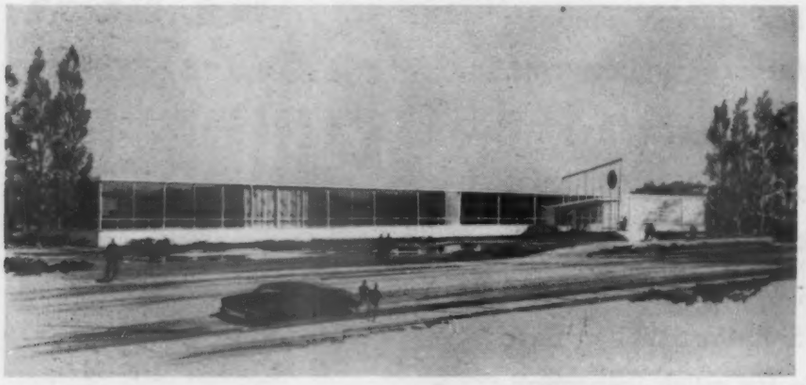
"1. The railways should be accorded the opportunity to earn a fair return upon their net invested capital.

"2. All 'for-hire' interstate carriers should have equal opportunities in use of transport facilities provided by public funds, subject to approval of regulatory authority.

"3. All 'for-hire' carriers should be permitted to operate other forms of transport.

"4. Adequate user charges should be imposed [on use of highways, airways and waterways].

"5. In connection with public ex-



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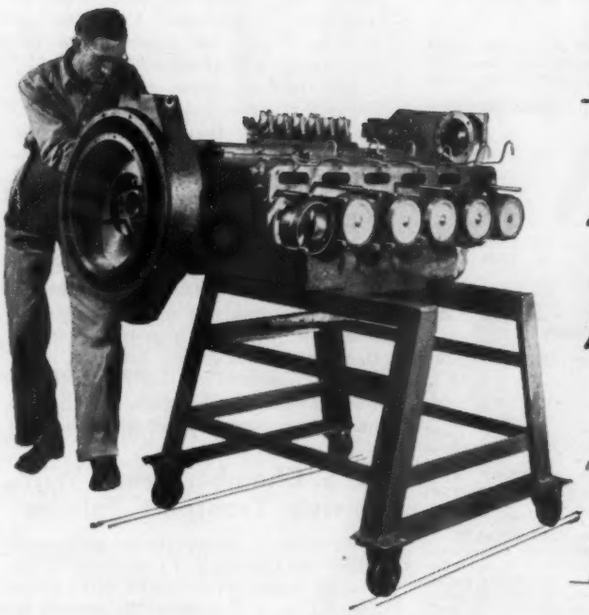

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Best buy in power is the engine that's built best

Cummins Diesels have an outstanding record *and* reputation in a wide range of Diesel applications. And here's one reason!

Rugged, lightweight, high-speed Cummins Diesels perform better because they're built better, under strictest quality control methods. Moreover, each engine is actually built twice! After initial assembly, each engine is run in on the test block. Then it is torn down and carefully re-inspected — and after that it is re-assembled and tested *again.*

Such *extra* care in precision building . . . Cummins exclusive fuel system . . . reliable world-wide service and parts organization . . . enable Cummins users to get peak performance . . . less "down-time" and *more* rugged, dependable power.

Better contact your Cummins dealer. He has more facts to show you about making more profits.

Diesel power by CUMMINS

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CUMMINS ENGINE COMPANY, INC. • COLUMBUS, IND.

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Lightweight High-speed Diesel Engines (50-550 hp) for: On-highway trucks • off-highway trucks • buses • tractors • earth-movers • shovels • cranes • industrial locomotives • air compressors logging yarders and loaders • drilling rigs • centrifugal pumps generator sets and power units • work boats and pleasure craft.

penditures for additional surface and air transport proposals . . . an examination of the underlying facts should be made by impartial investigation to determine whether such projects are essential to the public interest, and whether true economy and efficiency in transport will result therefrom.

"6. The present policy of making consolidations voluntary and permissive rather than mandatory should be continued.

"7. All 'for-hire' interstate carriers should be placed under regulation by a single government agency."

N.Y.C. Extends Rail-Truck Service to Boston & Albany

Coordinated rail-truck service to speed l.c.l. merchandise freight each way between Worcester, Mass., and nearby communities, has been established by the New York Central on its Boston & Albany affiliate. Two new truck routes east and west from Worcester provide a same-day link between outlying freight stations and the Central's "New England Pacemaker" merchandise train, which gives overnight delivery to and from Buffalo, N. Y., and second-day delivery as far west as Chicago.

One route serves Millbury, North Grafton and Westboro, east of Worcester; the second route serves Rochdale, Charlton, Spencer, Brookfield, East Brookfield, North Brookfield and West Brookfield, all west of Worcester.

Agriculture Dept. Sees Easier Truck Regulations

State regulations affecting load limits on interstate trucks are generally more liberal than before World War II, although lack of uniformity is still a major problem, according to a report published recently by the U.S. Department of Agriculture. The report, "Interstate Barriers to Truck Transportation," is the result of a special study by the Bureau of Agricultural Economics.

The report gives the history and current status of state regulations affecting truckers. It shows that gross weight limits on 3-axle semi-trailer combinations — the most common type vehicle used in over-the-road commercial hauling — range between 35,000 and 60,000 pounds. Forty-one states allow at least 45,000 pounds maximum weight.

A tendency for weight limits on vehicles to be relatively uniform within certain groups of states is noted, the report said. It added that the mounting cost of highway construction and repair is a factor leading toward more stringent enforcement of vehicle size and weight laws.

149 Passengers Killed In 1950 Train Accidents

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for December 1950, as well as totals for the entire year. The compilation, which is subject to revision, shows that 149 passengers were killed in train accidents in 1950 compared to 6 in 1949.

Item	Month of December 1950	1949	12 mos. ended with December 1950	1949
Number of train accidents*	1,054	758	10,202	8,597
Number of accidents resulting in casualties	61	46	537	483
Number of casualties in train, train-service and non-train accidents:				
Trespassers:				
Killed	73	72	1,167	1,218
Injured	78	57	1,138	1,071
Passengers on Trains:				
(a) In train accidents*				
Killed	..	..	149	6
Injured	37	4	1,430	496
(b) In train-service accidents				
Killed	1	4	24	20
Injured	174	159	1,922	2,002
Travelers not on trains:				
Killed	1	1	6	8
Injured	95	93	765	794
Employees on duty:				
Killed	41	42	360	403
Injured	2,330	1,794	21,748	22,104
All other nontrespassers:**				
Killed	218	193	1,697	1,652
Injured	749	642	6,239	5,644
Total—All classes of persons:				
Killed	334	312	3,403	3,307
Injured	3,463	2,749	33,242	32,111

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of $275 or more to railway property. Only a minor part of the total accidents result in casualties to persons, as noted above.

** Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	206	176	1,577	1,507
Injured	564	490	4,371	3,774

The bureau's preliminary summary of steam railway accidents for November 1950, and last year's first 11 months, which is also subject to revision, follows:

Item	Month of November 1950	1949	11 mos. ended with November 1950	1949
Number of train accidents*	969	650	9,163	7,839
Number of accidents resulting in casualties	60	38	479	437
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	72	82	1,106	1,146
Injured	64	62	1,060	1,014
Passengers on trains:				
(a) In train accidents*				
Killed	76	..	149	6
Injured	370	3	1,392	492
(b) In train-service accidents				
Killed	1	1	24	16
Injured	147	136	1,748	1,843
Travelers not on trains:				
Killed	..	3	5	7
Injured	62	68	667	701
Employees on duty:				
Killed	30	26	318	361
Injured	2,104	1,590	19,396	20,310
All other nontrespassers:**				
Killed	165	193	1,479	1,459
Injured	710	602	5,482	5,002
Total—All classes of persons:				
Killed	344	305	3,081	2,995
Injured	3,457	2,461	29,745	29,362

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than $250 to railway property in 1948. Beginning January 1, 1949, this minimum was raised to $275. Only a minor part of the total accidents result in casualties to persons, as noted above.

** Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	155	180	1,370	1,331
Injured	553	443	3,806	3,284

Truman Renominates Rogers for the I.C.C.

President Truman on February 12 sent to the Senate his nomination of Interstate Commerce Commissioner John L. Rogers for a new seven-year term expiring December 31, 1957. Mr. Rogers' present term expired at the end of last year, but he has continued to serve under that provision of the Interstate Commerce Act which permits a commissioner to carry on until his successor qualifies.

The President submitted his reappointment of Mr. Rogers to the Senate of the previous Congress. That nomination, which was made on December 7, 1950, was returned to Mr. Truman when the previous Congress adjourned sine die without having acted on it. A former director of the commission's Bureau of Motor Carriers, Mr. Rogers has been a commissioner since 1937.

U. S. Chamber Group Will Review Transport Policies

Revision of transportation policies to which the Chamber of Commerce of the United States is committed will be considered at a February 20 meeting of the chamber's Transportation and Communication Department Committee in Washington, D.C. The policies will be reviewed in the light of national defense mobilization demands, according to Evans A. Nash, the committee chairman.

In addition to formulating proposed transportation policies, the committee will take up other subjects of current importance, including the Railway Labor Act; the question of a single federal transportation regulatory agency; truck sizes and weights, and navigational aspects of the St. Lawrence Seaway project.

Invite Solons to Advisory Board Meetings—Deramus

"One of the very best contacts that a congressman or senator or a representative in a state legislature could possibly make to acquaint himself with the views of shippers and receivers of freight, as well as the views of railroad representatives, would be to make a practice of attending shippers advisory board meetings," W. N. Deramus, chairman of the board and president of the Kansas City Southern told members of the Southwest Shippers Advisory Board and the Shreveport (La.) Traffic & Transportation Club, at a joint luncheon of the two groups on January 24 in. connection with the board's 86th regular meeting at Shreveport.

Mr. Deramus urged that shippers' boards consider inviting local, state and federal lawmakers to their meetings all over the country. "In fact," he said, "let it extend to the administration officials too." Railroads and shippers alike, he pointed out, know that federal and state regulations which exist must be

(Continued on page 47)

WHERE THAT EXTRA 1½¢ per day pays off!

DAMAGE TO CARS . . .
damage to lading is a natural corollary to speed-up freight car classification. Conventional draft rigging was never designed to absorb the impact forces generated when loaded cars are coupled at speeds much in excess of three or four miles per hour.

But car and lading protection *is* available today. At but slight extra cost, protection against most of the excessive impacts of humping and switching is provided by Waughmat Twin-Cushions.

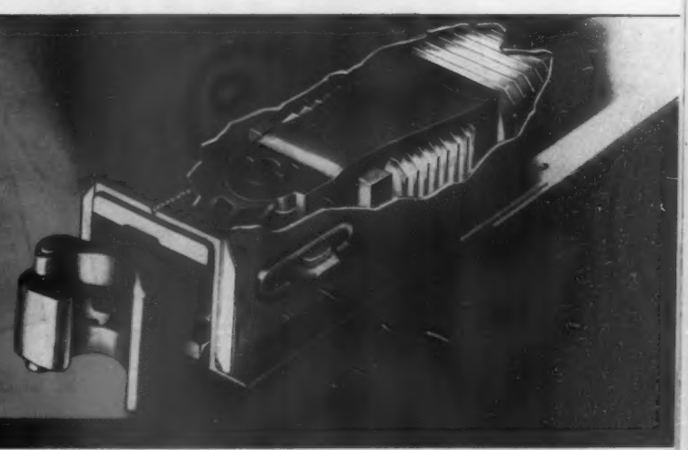
Twin-Cushions never go solid. They have no solid point. Comprised of a series of rubber plates, Twin-Cushions take the bite out of impact, greatly reducing the force and frequency of longitudinal shocks.

Cars last longer, are in service more days per year, need less frequent repairs and carry lading more safely when Twin-Cushion equipped.

Twin-Cushions are the lowest cost BIG improvement you can make on any car. Specify Twin-Cushions on your next cars or for draft gear replacement on existing cars.

The premium you pay for Waughmat Twin-Cushion premium car and lading protection is estimated to be less than 1½¢ per day per car . . . a small charge for the car and lading insurance provided by Waughmat Twin-Cushions

WAUGHMAT *Twin Cushions*
TRADE MARK REGISTERED



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Metals that are rustable are as essential to railroading as the railroads are to the nation—and RUST-OLEUM'S protection against rust extends the useful life of iron and steel economically.

When you use RUST-OLEUM, durable, reliable protection is assured for rolling stock, metal buildings, bridges, towers, signal equipment—adding years to the usefulness of *any rustable* railroad property.

Cut Your Maintenance Cost

Rescue metal that has already started to rust. RUST-OLEUM can be applied *even* over metal already rusted—usually without sandblasting or the use of chemical cleaners. Simply scrape and wire brush to remove rust scale and loose rust. Then apply RUST-OLEUM by brush, dip or spray. It stops the rust, and promptly dries to a firm, pliable, rust-resistant protective coating.

It's the practical answer to many of your rust problems. If you have not adopted RUST-OLEUM, arrange a trial. If you have questions or special problems, write us.

Ask for the new catalog of railroad applications, listing the many colors (including white and aluminum).

"Rigid Economy, Men!"

RUST-OLEUM CORPORATION
2583 Oakton Street, Evanston, Illinois

(Continued from page 44)
complied with, "but where it can be shown that any of these serve no useful purpose, I believe that determined effort should be made to get rid of them."

"We are all finding ourselves and our various lines of business more and more directed, guided, or, at least, influenced by what occurs in the halls of congress and in our various state legislatures. That at least some of these restrictions and regulations may be the outcome of legislation aimed at conditions and practices not fully understood by the lawmakers is quite apparent. It is sometimes rather discouraging to hear or read statements made by honest, intelligent men, representing their constituents in state legislatures or in the halls of congress, on matters having to do with railroad affairs as affecting the public interest. I have wondered how it is possible for their views and my views to be so greatly at variance."

Railroad Fined

A notice issued February 6 by Secretary W. P. Bartel of the Interstate Commerce Commission announced that on February 2, in the U. S. District Court for the District of Maryland, the Baltimore & Ohio entered pleas of guilty to three counts of an information charging it with granting concessions to shippers. At the same time, the notice said, the Nacirema Operating Company entered a plea of guilty to one count of an information charging it with accepting concessions. A fine of $3,000 was imposed on the B. & O., and $1,000 on the Nacirema company by District Judge William C. Coleman at Baltimore, Md.

According to the I.C.C. notice, the information charged the B. & O. with granting concessions by failing to collect demurrage and freight charges within the period of time prescribed by the commission. The shipper was charged with soliciting and receiving a concession by failing to pay freight charges within the period of time prescribed by the commission.

ORGANIZATIONS

F. M. Schnell, general agent, passenger department, of the Great Northern, at New York, vice-president of the **General Eastern Passenger Agents Association of New York,** has been elected president, following the transfer to Richmond, Va., of W. R. Rhodes, general eastern passenger agent of the Chesapeake & Ohio. George Palma, general eastern passenger agent of the St. Louis-San Francisco, former treasurer of the association, succeeds Mr. Schnell as vice-president; A. E. Spette, assistant general passenger agent of the New York, New Haven & Hartford, former secretary, becomes treasurer, and M. R. Kielgas, general eastern passenger agent of the Chicago & North Western, moves up from assistant secretary to secretary, in place of Mr. Spette. Mr. Rhodes' election as president was noted in *Railway Age* of January 15, page 252, and his transfer to Richmond was reported in the issue of January 29, page 66.

A 10-session evening study course on Current Developments in Selected Railroads is among those to be offered at the spring term of the **New York Institute of Finance,** 20 Broad street, New York 5. The course, which will meet from 5:15 to 6:45 p.m. on Monday evenings, beginning April 2, will be conducted by Pierre R. Bretey, railroad analyst, Baker, Weeks & Harden; Herbert F. Wyeth, railroad analyst, Shields & Co., and W. Wendell Reuss, partner, McLaughlin, Reuss & Co.

The **Railway Business Women's Association of Metropolitan New York** will hold a dinner meeting at the Winthrop Hotel on February 27, at 6:30 p.m. Miss Henrietta Schumm, commercial agent for the Railway Express Agency, will speak on "Securities in Traffic and Transportation."

The **American Society of Training Directors** will hold its seventh annual conference at the Bellevue Stratford Hotel, Philadelphia, Pa., on March 15, 16 and 17. E. L. Burkhart, supervisor of personnel development for the Electric Storage Battery Company, will be general chairman. The program, built around the theme "How to Train," will cover employee, supervisory and executive development

The **Traffic and Transportation Association of Pittsburgh, Pa.,** will hold its 37th annual dinner in the William Penn Hotel on February 22, at 6:30 p.m., in honor of the president of the association, W. Ray Downey, general agent of the Terminal Railroad Association of St. Louis. Elmer Layden, of the General American Transportation Corporation, will be toastmaster; Colonel Jack Major, of Paducah, Ky., will be the principal speaker, and John B. Keeler, vice-president and manager, traffic and transportation, of the Koppers Company, will be guest of honor.

John T. Hall, general agent of the Chicago & North Western at Cincinnati, Ohio, has been elected president of the **Cincinnati Traffic Club.**

The 1941 Conference and Exhibition of the **National Association of Corrosion Engineers** will be held at the Hotel Statler, New York, March 13-16. Four papers are scheduled to be presented at the Transportation Industry Symposium on March 14, from 2:30 to 5 p.m., at which Merritt A. Williamson, Pullman-Standard Car Manufacturing Company, Hammond, Ind., will be chairman, and Otto E. Kirchner, American Airlines, New York, and Joseph Winlock, Budd Company, Philadelphia, Pa., will act as co-chairmen.

Ralph E. Dunn, of the Pennsylvania, has been elected president of the **Philadelphia Passenger Association.** Other officers are: First vice-president, R. L. Roberts, district passenger and freight agent, Missouri Pacific; second vice-president, J. A. Barrett, district passenger agent, Wabash; secretary, Warren Taylor, Atlantic Coast Line; treasurer, T. F. Stefanski, Pennsylvania, and historian, J. C. Colan, city freight and passenger agent, Northern Pacific.

SUPPLY TRADE

James L. Gibboney, formerly an assistant vice-president of the **National Aluminate Corporation,** has been appointed a vice-president, railroad department, with headquarters at the main office in Chicago. He succeeds **Clarence B. Flint,** who has retired, as announced in the February 12 *Railway Age*. At the present time Mr. Gibboney is directing the company's weed

James L. Gibboney

control program, which activity he will continue in his new position. Mr. Gibboney joined National Aluminate in 1932, following graduation from Ohio State University, as a service engineer in the railroad department. In 1943 he was made assistant to the vice-president, and in 1947 became an assistant vice-president, with headquarters at Indianapolis, Ind.

William A. Roberts, exeutive vice-president in charge of the tractor division of the **Allis-Chalmers Manufacturing Company** since 1947, has been elected president of the company, to succeed the late **Walter Geist,** whose death was reported in last week's *Railway Age*, page 135. The board also has elected four new vice-presidents and made other organizational changes, as

(Continued on page 50)

"Super" Cars for the new Super Chief

BUILT BY
PULLMAN-STANDARD

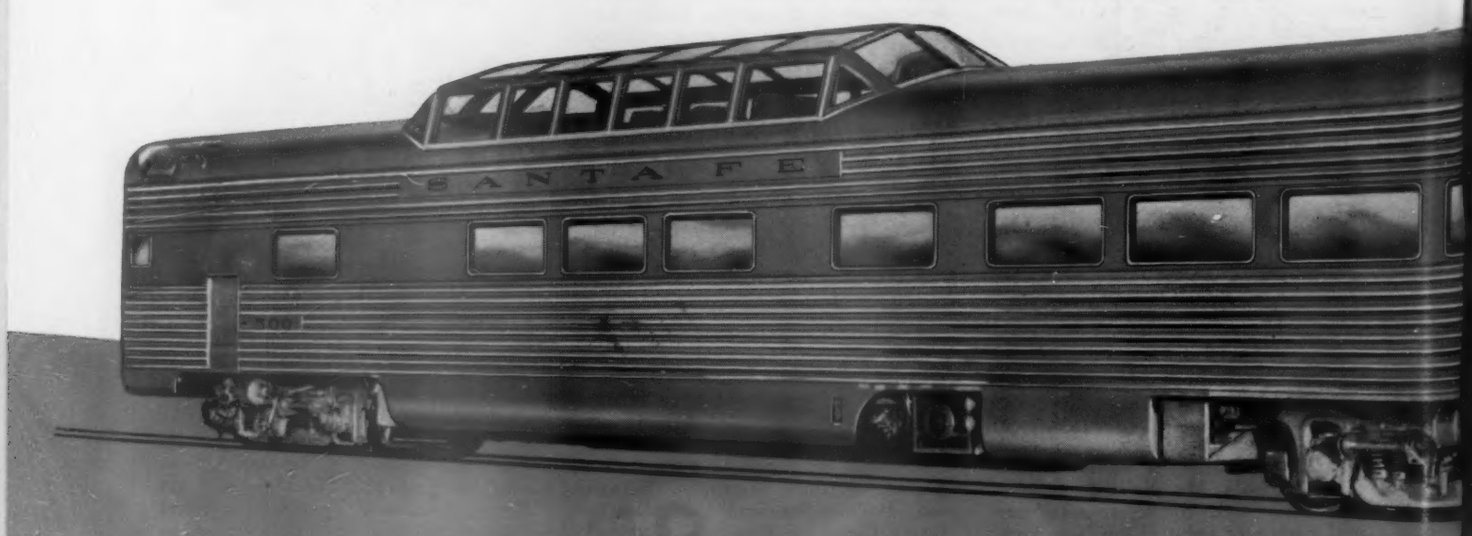
Pullman-Standard went "all the way" with Santa Fe in designing and building the *newest* of cars for the all-new Super Chief.

Creating fine passenger cars—that is where Pullman-Standard shines . . . and *leads!* Most of the passenger cars built for America's railroads in this modern era proudly carry the Pullman-Standard name plate.

From coast to coast, famous "name" trains bear testimony to Pullman-Standard leadership in passenger-car development . . . to the *new ideas* originated in Pullman-Standard's design studios, and to the skill of Pullman-Standard craftsmen.

Right now, Pullman-Standard is *also* building huge quantities of urgently needed *freight* cars that America's railroads must have to keep our country rolling strong.

Pullman-Standard design artists and carbuilding experts created the Pleasure Dome Lounge Cars—and other ultra-modern equipment—for the Santa Fe's Super Chief.



Pullman-Standard . . . *world's largest builder* of

The only private dining room on rails! This unique Turquoise Room in the Super Chief's new Pleasure Dome Lounge Car may be reserved for exclusive luncheon, dinner, or cocktail parties. China, silver, and linens are specially designed to complement the turquoise, gold, and silver decor.

Beneath the Pleasure Dome is this smart cocktail lounge in Southwest motifs of red and gray. A spacious main lounge is also provided.

"Top of the Super, next to the stars," the Pleasure Dome, with deep-cushioned swivel chairs and glare-proof picture windows, reveals the scenic panorama.

Pullman-Standard

CAR MANUFACTURING COMPANY

CHICAGO · NEW YORK · CLEVELAND · WASHINGTON, D. C. · PITTSBURGH
BIRMINGHAM · SAN FRANCISCO

of railroad freight and passenger cars

(Continued from page 47)

follows: **W. C. Johnson,** formerly executive vice-president in charge of the general machinery division, appointed executive vice-president for the entire company; **J. L. Singleton,** formerly vice-president and director of sales, general machinery division, appointed vice-president in charge of that division; **Fred Mackey,** formerly general works manager, general machinery division, elected vice-president in charge of manufacturing, of the same division; **R. S. Stevenson,** formerly general sales manager, tractor division, elected vice-president in charge of the tractor division; **A. W. Van Hercke,** formerly director of engineering, tractor division, elected vice-president in charge of engineering of that division, and **John Ernst,** formerly general works manager, tractor division, elected vice-president in charge of manufacturing of that division.

S. W. Hickey has been appointed assistant manager of the railroad products department of **Fairbanks, Morse & Co.** For 18 years he was associated with the Simmons-Boardman Publishing Corporation, and for one year

S. W. Hickey

served as manager of advertising sales for the transportation papers published by that company. Previous to his association with Simmons-Boardman, Mr. Hickey was employed by the Illinois Central.

Thomas A. Claiborne, service engineer for the **Vanadium Corporation of America,** at Houston, Tex., has been transferred in the same capacity to the Cleveland, Ohio, district office.

Benjamin E. Feeley, formerly with Frederick L. Harrison, industrial engineer, has been appointed production control manager for the **Hunt-Spiller Manufacturing Corporation,** Boston, Mass.

Maurice J. Erisman, chief engineer at the Los Angeles, Cal., plant of the **Link-Belt Company,** has been appointed assistant chief engineer for the company's Pershing Road plant, Chicago. **Homer J. Foye,** chief engineer at the Seattle, Wash., plant, succeeds Mr. Erisman.

OBITUARY

W. L. Iliff, manager of eastern sales, Hyatt Bearings division, General Motors Corporation, Harrison, N. J., died on February 3. He was 60 years old.

EQUIPMENT AND SUPPLIES

FREIGHT CARS

26,356 Freight Cars Ordered in January

Domestic orders for 26,356 freight-train cars, including 7,190 ordered from railroad shops, were placed in January, compared with December orders for 3,326 cars, which included 1,735 ordered from railroad shops, according to a joint announcement by the American Railway Car Institute and the Association of American Railroads. The number of freight cars delivered in January was 5,949, including 1,544 delivered by railroad shops, compared with December deliveries of 5,700, which included 1,735 delivered by railroad shops, the announcement added. Freight cars on order on February 1 totaled 144,758, the highest level in history. Included in the backlog were 40,979 cars on order from railroad shops. The accompanying table lists by types all cars ordered and delivered in January and those on order on February 1.

The January volume of orders, the announcement said, came close to setting a new record for the past quarter century, being exceeded only by the 30,065 cars ordered last July. "Deliveries still are being restricted by the limited quantities of steel received by carbuilders and railroad shops during the fourth quarter of 1950," it continued. "Beginning with January, 10,000 car-sets of steel are being allocated monthly by the National Production Authority, and production is expected to climb to corresponding levels by April or May, after the customary 90-day lead time for fabrication and assembly of the steel after it is received from the mills."

Type	Ordered	Delivered	On Order Feb. 1
Box—Plain	6,612	2,780	52,402
Box—Auto	0	280	1,400
Flat	0	67	3,843
Gondola	3,320	987	31,332
Hopper	12,516	739	33,211
Cov. Hopper	870	367	4,667
Refr.	1,025	122	7,164
Stock	500	0	500
Tank	1,358	265	8,669
Caboose	155	57	533
Other	0	285	1,037
Total	26,356	5,949	144,758

The **Lehigh Valley** has ordered 350 70-ton 52½-ft. drop-end gondola cars from the Bethlehem Steel Company, as briefly reported on page 7 of last week's *Railway Age*. Delivery of the cars, which will cost about $2,200,000, is expected to be completed early in 1952.

The **Reading** has ordered 1,000 50-ton hopper cars and 1,000 70-ton gondola cars from the Bethlehem Steel Company. The gondolas will cost $6,170,000 and the hoppers $4,875,000.

LOCOMOTIVES

The **Chicago & North Western** system has ordered 72 diesel-electric locomotive units costing about $10,000,000. For the parent C. & N. W., the order includes 30 1,500-hp. road-switching and four 2,250-hp. passenger units to be built by the Electro-Motive Division of General Motors Corporation; four 1,600-hp. freight, five 1,600-hp. road-switching and seven 1,000-hp. and six 660-hp. yard-switching units to be constructed by the American Locomotive-General Electric Companies; and two 1,600-hp. road-switching and four 1,200-hp. yard-switching units to be built by the Baldwin-Lima-Hamilton Corporation. For the Chicago, St. Paul, Minneapolis & Omaha, Electro-Motive will build six 1,500-hp. road-switching and four 800-hp. yard-switching units.

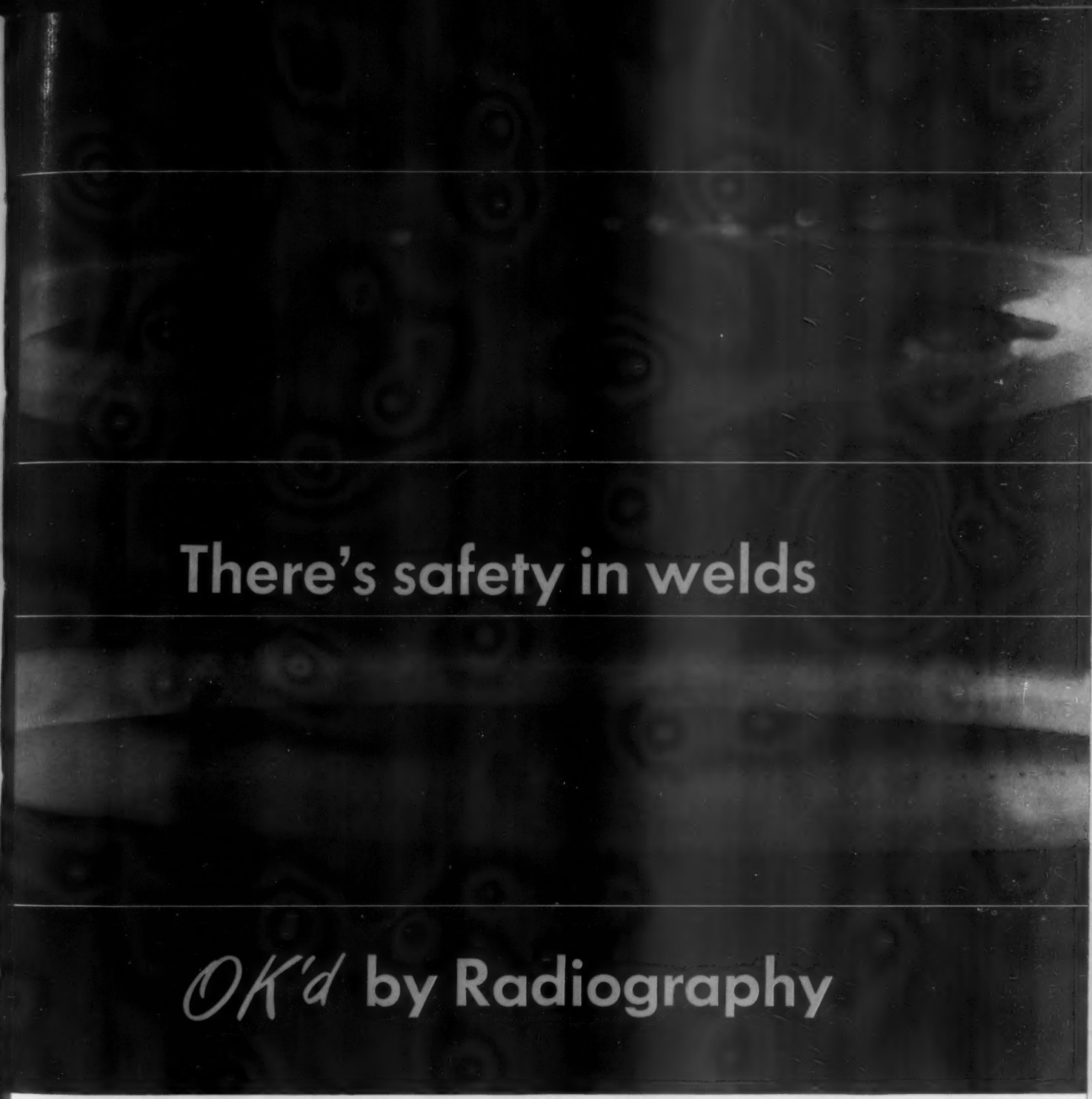
The **Reading** has ordered 30 1,600-hp. diesel-electric road-switching locomotive units costing about $4,000,000. The order was divided equally between the Baldwin-Lima-Hamilton Corporation and the American Locomotive-General Electric Companies.

SIGNALING

The **Missouri-Kansas-Texas** has ordered from the Union Switch & Signal Co. material to install automatic signaling on 18.9 miles of single track between LaGrange, Tex., and Smithville. The order includes style H-5 searchlight signals, N-2 dwarf signals, switch circuit controllers, relays, rectifiers, transformers and housings. Field installation will be handled by railroad forces.

The **Reading** has ordered equipment from the General Railway Signal Company for installation of coded relay interlocking at Wyomissing Junction, Pa., Lebanon Valley Junction and Tulpehocken Bridge. The control machine, to be located at Lebanon Valley, will have an 18-in. by 54-in. panel, equipped with 28 track lights and 8 levers for control of 9 switch machines, 6 switch locks and 45 signals. Included in this order are type G color-light signals, type K relays, type B relays, and model 5C switch machines.

(Continued on page 55)



Radiographs showing welds in gas tanks. Lower radiograph shows acceptable tank weld.

These radiographs show the welds in propane gas tanks. The upper discloses a lack of fusion and heavy gas porosities. Out of a lot of several hundred tanks, Radiography showed a dozen to be hazardous—twelve potential accidents that were prevented.

Because Radiography can prove the soundness of welds it is opening new fields to welders in manufacturing pressure vessels and in other applications where welding was once barred, it is now an accepted procedure.

This is why Radiography can help you build your business as well as earn a reputation for highly satisfactory work.

If you would like to know more about what it can do for you in your own work, discuss it fully with your x-ray dealer.

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Winning Increased Tonnage For The U.P.

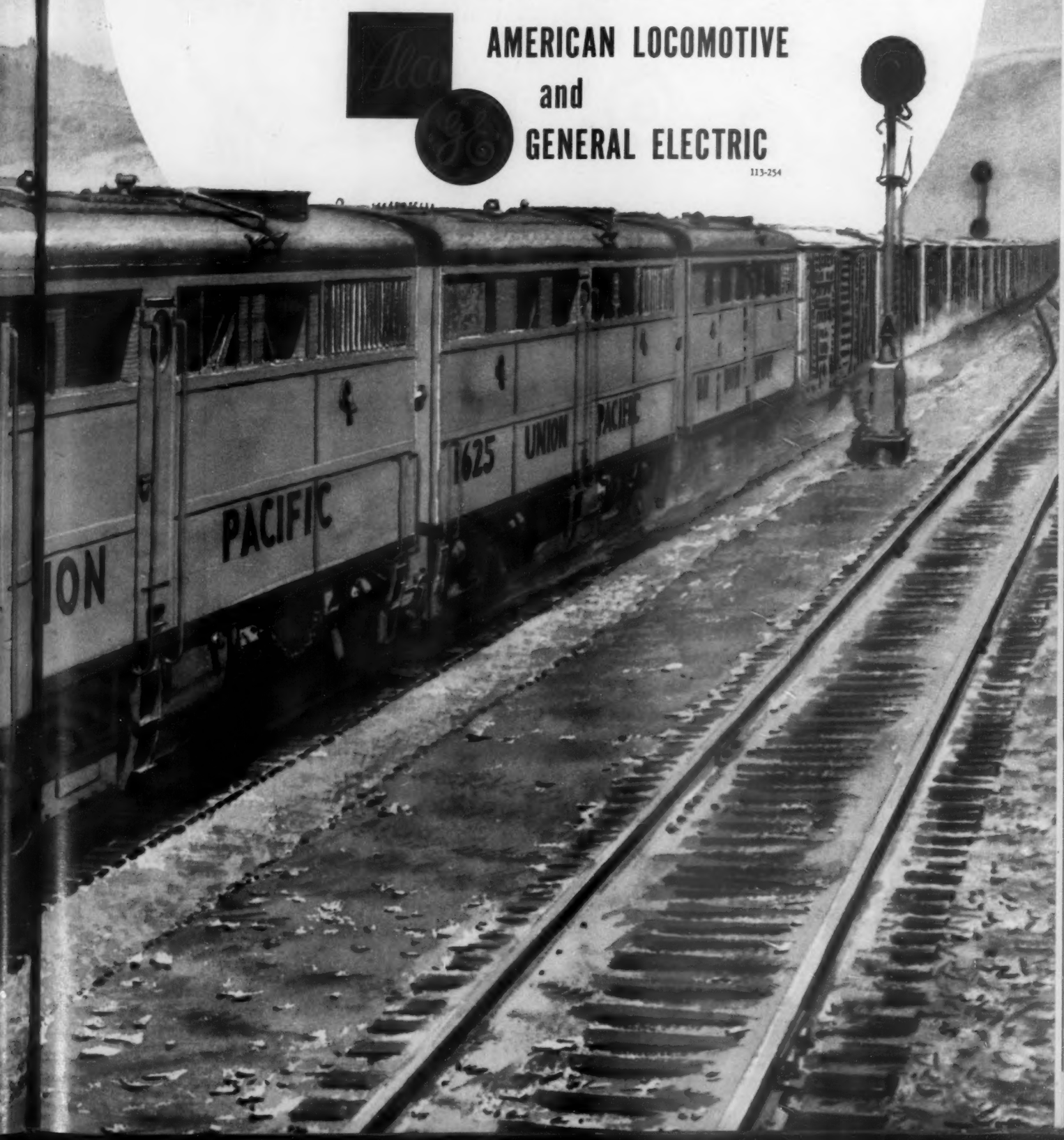
WITH THE "DAYLIGHT LIVESTOCK SPECIAL"

The ideal combination of *faster,* yet *less expensive* service has been developed by the Union Pacific with its deluxe stock train—the "Daylight Livestock Special". Powered by Alco-GE locomotives and equipped with modern roller bearing stock cars, the DLS makes the tough mountain and desert journey between Salt Lake City and Los Angeles in 27 hours. Nearly one full day and one feeding en route have been eliminated from former schedules, reflecting substantial savings to both the railroad and its patrons.

Through efficient service like this, the UP is attracting more and more livestock traffic. It is proof that the toughest competition can be met successfully by fast dependable service sparked by modern equipment—like Alco-GE locomotives.

AMERICAN LOCOMOTIVE
and
GENERAL ELECTRIC

113-254



We honor a great railroad and are proud that Scullin Freight Car Castings have played a part in the progress of Illinois Central during the past half century

STEEL CASTINGS MANUFACTURER

SCULLIN STEEL CO.
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NEW YORK
CHICAGO
CLEVELAND
BALTIMORE
RICHMOND, VA.

(Continued from page 50)

IRON & STEEL

The **Atlantic Coast Line** has ordered 38,000 tons of rail from the Tennessee Coal, Iron & Railroad Co. and 13,000 tons from the Bethlehem Steel Company.

CAR SERVICE

I.C.C. Service Order No. 858, which places restrictions on the reconsigning of lumber, has been modified by Amendment No. 4. The amendment had the effect of reinstating the order as of 12:01 a.m. February 15, i.e., it vacated Amendment No. 3 which had been issued to suspend the order until February 20.

I.C.C. Service Order No. 872, which maintains a permit system in connection with the movement of grain to terminal elevators, has been modified by Amendment No. 1. The amendment makes C. W. Taylor the permit agent, succeeding A. S. Johnson.

CONSTRUCTION

Atlantic Coast Line.—This road has awarded the following contracts at the indicated estimated costs: To H. M. Pafford, for diesel shop facilities at Waycross, Ga. ($699,063); to A. S. Wikstrom, Inc., for grading for 14.5 mi. of second track from Leake, Ga., to Hortense ($165,000); and to Bailes-Sey Contractors, Inc., for passing track at Waycross ($77,279). The following projects have been authorized at the indicated probable costs: Enlarging freight yards at South Rocky Mount, N. C. ($660,000), and at Wilmington, N. C. ($148,697); and diesel shop facilities at Lakeland, Fla. ($287,650).

Colorado & Wyoming.—This road has applied to the I.C.C. for authority to construct approximately 9.5 miles of new line near Weston, Colo. The line, costing an estimated $1,320,000, would serve a newly-opened coal mine. Owners of the mine expect to ship about 750,000 tons of coking coal annually, the application said.

Duluth, South Shore & Atlantic.—Expenditure of $260,000 for improvements to this company's shops at Marquette, Mich., to provide better facilities for servicing diesel-electric locomotives, has been authorized by the directors.

FINANCIAL

Maryland & Pennsylvania.—*Securities Modification.*—The I. C. C. has authorized this road to extend to March 28, 1951, the time in which it may obtain assents from security holders in connection with modifying its securities under the Mahaffie Act (section 20b, Interstate Commerce Act). The road asked for the extension, saying that while it has no knowledge of opposition to the plan, the holders of its first consolidated mortgage bonds and its first mortgage 4 per cent gold bonds are so widely scattered that more time is needed to contact them. To date, the road has received assents from 78.3 per cent of the holders of consolidated bonds and 48 per cent of the first mortgage gold bonds. It needs to obtain 80 per cent of the former and 75 per cent of the latter before the modification plan can be carried out.

New Securities

Application has been filed with the I.C.C. by:

CHICAGO & NORTH WESTERN.—To assume liability for $6,555,000 of equipment trust certificates, to finance in part 58 diesel-electric locomotives costing an estimated $8,197,000. The application listed the locomotives as follows:

	Description and Builder	Estimated Unit Cost
4	2,250-hp. pasenger locomotives, "A" units (Electro-Motive Division, General Motors Corporation)	$243,350
26	1,500-hp. road-switching locomotives (Electro-Motive)	147,955
4	1,500-hp. road-switching locomotives (Electro-Motive)	158,780
5	1,600-hp. road-switching locomotives (American Locomotive Company)	148,964
2	1,600-hp. road-switching locomotives (Baldwin-Lima-Hamilton Corporation)	177,625
4	1,200-hp. switching locomotives (Baldwin-Lima-Hamilton)	103,350
7	1,000-hp. switching locomotives (American)	102,970
6	660-hp. switching locomotives (American)	81,430

The certificates, to be dated March 15, would mature in 15 annual installments of $437,000 each, beginning March 15, 1952. They would be sold on competitive bids, with the interest rate to be set by such bids.

PECOS VALLEY SOUTHERN.—To issue a note for $30,000, proceeds from which would be used to build a new warehouse building at Pecos, Tex. The note would bear interest at 5½ per cent, and would be repayable in equal monthly installments over a 10-year period. The new warehouse, part of which would be used as a freight station, is expected to cost approximately $38,000. It would serve as security for the note.

PENNSYLVANIA-CONNECTING. — The latter road to issue $12,728,000 of first mortgage series A bonds, and the P.R.R. to assume liability therefor. The Connecting, which is operated by the P.R.R. as lessee, has a like amount of first mortgage bonds now outstanding, but due March 15. These would be called in and extended and thereafter held by the mortgage trustee, rather than retired. The new bonds would be dated March 1, and would mature March 1, 1976; interest on them would be set by competitive bidding. Any balance of funds needed by the Connecting to retire the bonds maturing March 15 would be supplied by the P.R.R.

Division 4 of the I.C.C. has **authorized:**

CHICAGO, INDIANAPOLIS & LOUISVILLE.—To assume liability for $1,200,000 of equipment trust certificates to finance in part acquisition of 250 freight cars costing an estimated $1,558,450. (See Railway Age of January 22, page 47.) The certificates, to be dated March 1, will mature in 15 annual installments of $80,000 each, beginning March 1, 1952. They will bear interest at 2¾ per cent. Winning bid for the issue was that of Halsey, Stuart & Company, which bid 99.159. The average annual cost of the proceeds to the road will be approximately 2.9 per cent. The certificates were reoffered to the public at prices yielding from 1.9 to 2.95 per cent, according to maturity.

Security Price Averages

	Feb. 13	Last Week	Last Year
Average price of 20 representative railway stocks	60.30	60.79	41.19
Average price of 20 representative railway bonds	100.43	100.18	91.88

Dividends Declared

Delaware & Bound Brook.—50¢, quarterly, payable February 20 to holders of record February 13.

Fort Wayne & Jackson.—5½% preferred, $2.75, semiannual, payable March 1 to holders of record February 20.

North Pennsylvania.—$1, quarterly, payable February 25 to holders of record February 16.

Pittsburgh, & West Virginia.—50¢, payable March 15 to holders of record February 20.

Pittsburgh, Youngstown & Ashtabula.—7% preferred, $1.75, quarterly, payable March 1 to holders of record February 20.

St. Louis-San Francisco.—common (increased), 62½¢, payable March 15 to holders of record March 1; 5% preferred, $1.25, quarterly, payable March 15, June 15, September 15 and December 15 to holders of record March 1, June 1, September 1 and December 1.

St. Louis Southwestern.—5% non-cumulative preferred, $5, payable February 23 to holders of record February 16.

ABANDONMENTS

Division 4 of the I.C.C. has **authorized:**

ST. LOUIS-SAN FRANCISCO.—To abandon approximately 32.8 mi. of line between Poplar Bluff, Mo., and Piggott, Ark.

RAILWAY OFFICERS

EXECUTIVE

H. A. Cline, general passenger agent of the SOUTHERN SYSTEM, has been appointed assistant to vice-president in charge of mail and express traffic, with headquarters as before at Washington, D. C., effective March 1, succeeding the late **Marshall D. White,** whose death was reported in the *Railway Age* of February 12.

Thomas G. Lynch has been appointed assistant to the president of the PIEDMONT & NORTHERN and the DURHAM & SOUTHERN at Charlotte, N. C.; in that capacity, he will become editor of the employees' magazine and will handle public relations. The old name of "P.&N.-D.&S. Magazine" will be discarded and future issues will be under the name of "Semaphore."

Fred W. Johnson, who has been elected assistant vice-president of the GULF, MOBILE & OHIO, with headquarters at Jackson, Miss., as reported in the January 8 *Railway Age*, was born on December 16, 1904, at Memphis, Tenn. A 1927 mechanical engineering graduate of the University of Illinois,

(Continued on page 58)

DEADHEADING GONDOLAS CUTS CAR SUPPLY

Improve the supply with gondolas that carry all types of freight—gondolas with

NAILABLE STEEL FLOORING

When wood-floored gondolas are needed, only steel-plate floored cars may be available, and vice versa. Switching around of two types of gondolas often requires more cars than are available to meet the demand.

NAILABLE STEEL FLOORING changes all that. Now, with N-S-F, the same gondolas that deliver *rough* freight—coal, pig iron, crushed stone—can carry away wood-blocked loads, skidded "floating" loads, or any other kind of open-top finished freight.

NAILABLE STEEL FLOORING makes this possible because (1) it's formed of tough, corrosion-resistant N-A-X HIGH-TENSILE steel that stands up under the roughest clam-shell or magnet loading. Yet (2) NAILABLE STEEL FLOORING takes nails easily, holds them tight, and has an excellent surface for blocked or skidded loads.

All this benefits car supply and improves operations; when equipped with NAILABLE STEEL FLOORING, 500 gondolas can do the work of 700 to 800 wood floor or steel-plate floor gondolas. Shippers are served faster, with less equipment!

If you are experiencing difficulty with gondola car supply, cars equipped with NAILABLE STEEL FLOORING will help end your troubles.

SAVE FLOORING WEIGHT • GAIN FLOORING STRENGTH. In a 52'6" gondola, to attain floor strength equal to that of NAILABLE STEEL FLOORING—made of corrosion- and abrasion-resistant N-A-X HIGH-TENSILE steel—would require approximately 1,600 pounds more weight if plain carbon steel were used. In a 40'6" boxcar, it would require 1,000 pounds more in plain carbon steel.

N-S-F HOLDS BLOCKING BETTER
A GREAT LAKES STEEL PRODUCT

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the smallest . . . lightest . . . simplest and most inexpensive Dictating Instrument ever invented!

IN ONE HISTORY-MAKING stride, Edison has advanced instrument dictation years ahead of anything ever before offered! The EDISON TELEVOICE System is an *entirely* new facility for handling your written communications—new in concept and scope—new in the instruments employed—new in the direct, simple, economical way it serves you!

Imagine a system of recording from many stations to a central point. Imagine that these EDISON TELEVOICE Stations are like your present telephone—as small and dependable—and as simple and familiar, so that no instruction is necessary! For the first time, you have no discs, cylinders, belts or index-slips to change or manipulate!

Consider that start, stop and playback, as well as length and correction indications, are all accomplished *by remote control* with simple push-buttons right on the TELEVOICE Station!

Now you can understand how profoundly Edison has transformed instrument dictation—turning it into an office necessity like the telephone and typewriter.

The EDISON TELEVOICE System, moreover, achieves an efficiency hitherto unapproached. One to twenty TELEVOICE Stations connect to the EDISON TELEVOICEWRITER, located at the *secretary's* desk. Hence, dictation is now "delivered" to her—instantly, clearly, continuously. It cannot sit, neglected, on some dictating instrument. Messenger pick-up service is eliminated. The secretary paces her transcribing to the work *as it is dictated*, and returns "the world's fastest signature service" without peaks or pressure.

TELEVOICE installations are made on a work-load basis to assure free-line service to all concerned. The economy is obvious. With many dictators served by *one* recording machine, costs of instrument dictation are cut by as much as 66⅔%!

Many low-cost, easy-to-use,

remote-control TELEVOICE Stations

connect to one single, central recording instrument—

the EDISON TELEVOICEWRITER

Edison TeleVoicewriter

The Televoice System

GET THE WHOLE STORY—NOW! Send for this new descriptive booklet. Or, to arrange for a demonstration, call "EDIPHONE" in your city. In Canada: Thomas A. Edison of Canada, Ltd., Toronto 1, Ontario.

EDISON, 37 Lakeside Avenue, West Orange, N. J.

Okay—send me A LINE ON TELEVOICE.

NAME _____

COMPANY _____

ADDRESS _____

CITY _____ ZONE ____ STATE ____

(Continued from page 55)

Mr. Johnson was associated with the Southern United Ice Company from July, 1927, until December, 1942, during which time he was headquartered at Jackson, and advanced to the position of vice-president in charge of plant operations. In January, 1943, he

Fred W. Johnson

went on active duty in the U. S. Naval Reserve, serving as an officer therein until October, 1945. Mr. Johnson first entered railroad service in March, 1946, with the G. M. & O. as executive general agent at Jackson, the post he held prior to his election as assistant vice-president.

Donald J. Russell, vice-president of the SOUTHERN PACIFIC, with headquarters at San Francisco, Cal., has been appointed executive vice-president. Mr. Russell was born at Denver, Colo., on January 3, 1900, and received his engineering training at Stanford University. During World War I he served with the Royal Air Force. He began railroading in 1920 with a

Donald J. Russell

maintenance of way gang on the Sacramento division of the S. P. From 1927 to 1939 he served successively as roadmaster, trainmaster, assistant superintendent and assistant to general manager. In 1939 he was promoted to division superintendent, and in 1941 was

George L. Buland, general counsel of the Southern Pacific at San Francisco, Cal., who has been appointed vice-president and general counsel

appointed assistant to the president at San Francisco. Later that year Mr. Russell was promoted to vice-president.

FINANCIAL, LEGAL & ACCOUNTING

M. G. Chew, assistant treasurer of the SOUTHERN SYSTEM, has been appointed treasurer, with headquarters as before at Washington, D. C., succeeding **A. E. Tate,** who will retire on February 28, after 50 years of railroad service. **Robert H. Smith,** an assistant treasurer at Washington, will succeed Mr. Chew. **Herbert B. Porter,** assistant cashier, will be promoted to cashier, with headquarters as before at Washington, succeeding **Edward W. Rawlins,** who will become assistant treasurer, replacing Mr. Smith.

Mr. Tate was born at Rutledge, Tenn., on January 27, 1882, and joined the Southern as a clerk at LaFollette, Tenn., on March 1, 1901. On December 3, 1903, he was transferred to the accounting department at Washington and on July 22, 1907, entered the treasury department, where he subsequently served in various clerical capacities. After a term with the United States Railroad Administration as assistant to the federal treasurer, Mr. Tate returned to the Southern on March 1, 1920, as assistant cashier. He was promoted to assistant treasurer on July 8, 1926, and in July 1945 was elected treasurer.

Harry L. Muhler, assistant auditor of revenues of the READING, has been appointed auditor of revenues, effective March 1, with headquarters as before at Philadelphia, Pa., succeeding **John G. Wormick,** who will retire on February 28, after more than 52 years of service. **Arthur T. Wilkinson,** chief clerk to the auditor of revenues, will succeed Mr. Muhler as assistant auditor of revenues. Mr. Muhler joined the accounting department of the Reading in 1917 and served successively as head clerk, accountant, chief of accounts and machine bureau, and chief clerk. In April 1946 he was appointed assistant auditor of revenes.

Mr. Wormick was born on February 22, 1886, and received his education in the public schools of Philadelphia and Temple University. He entered the service of the Reading in 1898, serving in the division offices in various capacities until 1920, when he was transferred to the accounting department as traveling disbursements auditor. In 1927 Mr. Wormick was appointed assistant auditor of disbursements, which position he held until February 1, 1942, when he was promoted to auditor of revenues.

John W. Ebert, whose promotion to general auditor of the WABASH, the ANN ARBOR and the NEW JERSEY, INDIANA & ILLINOIS at St. Louis, Mo., was reported in the January 8 *Railway Age,* attended public schools in that city, and received his higher education at Alexander Hamilton Institute and LaSalle Extension University. He

John W. Ebert

joined the Wabash in 1917 as office boy, being transferred to Toledo, Ohio, in 1927 as accountant and assistant auditor of the Ann Arbor. He returned to the Wabash in 1941 as chief clerk to comptroller, and subsequently became auditor at St. Louis, which position he held prior to his promotion.

Walter L. Abbott, who has been promoted to auditor disbursements of the WABASH, with headquarters at St. Louis, Mo., as reported in the January 8 *Railway Age,* was born in that city on February 7, 1898. Mr. Abbott attended St. Louis public schools, and in May, 1913 entered the service of the Wabash in the passenger traffic department as office boy. Later he was employed as clerk, and from 1917 to 1919 was on leave to serve in the U. S. Navy. Following his return to the road in August 1919, he held various positions in the auditor of disbursements' office, and in 1929 was appointed special accountant in the comptroller's office. From 1946 to 1947, Mr. Abbott served as an accountant in the land and tax department, being appointed chief clerk to auditor disburse-

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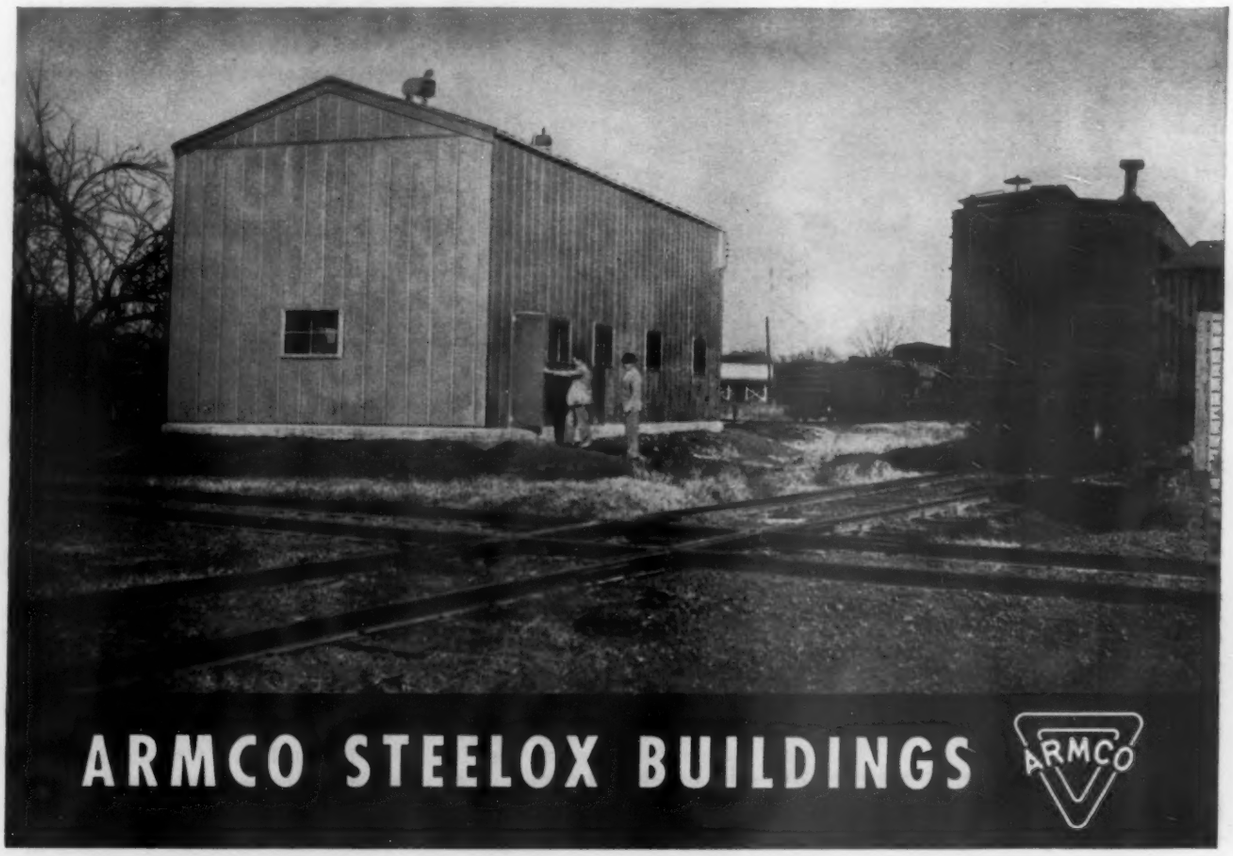


ments in 1948. A year later he was made special accountant (financial forecasts), comptroller's office, from which post he has been promoted.

Charles Daniel Leech, who has been promoted to general auditor of the CHICAGO RIVER & INDIANA, the CHICAGO JUNCTION and the INDIANA HARBOR BELT, with headquarters at Union Stock Yards, Chicago, as announced in the January 8 *Railway Age*, was born at Mohicanville, Ohio, May 9, 1892. Mr. Leech entered railroad service in 1908 with the Chicago & North Western. Subsequently he served in the general auditor's office, in the auditor of disbursements' office and as

Charles Daniel Leech

division accountant at Fond du Lac, Wis. In November 1917 he became employed by the Chicago, Milwaukee, St. Paul & Pacific in the auditor of expenditures' office, and in March 1918 joined the C. R. & I. as general bookkeeper in the auditor's office. He was appointed chief clerk in 1921, and in February 1949 was advanced to assistant to general auditor, from which position he was recently promoted.

OPERATING

As reported in the January 8 *Railway Age*, **E. O. Bagenstos** has been promoted to superintendent of the ATCHISON, TOPEKA & SANTA FE's Coast Lines, with headquarters at San Francisco, Cal. Mr. Bagenstos was born on October 25, 1898, at Cushing, Iowa, and, after completing high school, attended college for one year. He entered Santa Fe service in August, 1914, as a station helper at Alva, Okla., and subsequently held various positions, including cashier, chief clerk to agent and agent. In 1936 he was appointed agent-yardmaster at Vaughn, N. M., and in July, 1942, was advanced to trainmaster at Winslow, Ariz. Later he served in the same capacity at Bakersfield, Cal., and Richmond, being located at the latter point at the time of his promotion to superintendent.

Jay F. Glover, whose retirement as general manager of the RAILWAY EXPRESS AGENCY's Chicago department, was announced in the January 8 *Railway Age*, was born at Long Pine, Neb., February 5, 1884, and attended high school at Omaha, Neb. He started his career with Railway Express and its predecessors in April, 1903, at St. Louis, Mo. In 1937 he became general manager at Omaha, and in 1938, gen-

Jay F. Glover

eral manager of the Mid-Central department at Chicago. He was appointed general manager of the Chicago department in 1940, and five years later was transferred to the Northern department at St. Paul, Minn. In 1949 Mr. Glover returned to the Chicago department as general manager.

J. J. Bowes has been appointed trainmaster of the BOSTON & ALBANY at Worcester, Mass. Mr. Bowes' name was incorrectly given as J. J. Bowles in the *Railway Age* of January 22.

W. Ryan Sutherland, assistant superintendent of the Atlantic region for the sleeping and dining car department of the CANADIAN NATIONAL, has been appointed superintendent of that department, with headquarters as before at Halifax, N. S., succeeding **B. B. Archibald,** who recently retired. A native of Canso, N. S., Mr. Sutherland joined the C.N. at Halifax in 1917 as clerk. In his new post he will have jurisdiction over all sleeping and dining car department services in the Maritime Provinces.

TRAFFIC

Carl O. Gustafson, whose appointment as assistant freight traffic manager of the MINNEAPOLIS & ST. LOUIS at Chicago, appeared in the December 30, 1950, *Railway Age*, was born on August 4, 1901, at Duluth, Minn., where he was graduated from Central Business College in 1918. In 1921 he graduated from Barry's Telegraph & Business College at Minneapolis, Minn. Mr. Gustafson entered railroad service in July 1919, with the Minneapolis, St. Paul & Sault Ste. Marie at West Duluth, Minn., as billing clerk. In 1921 he became employed by the Chicago, St. Paul, Minneapolis & Omaha at Rushmore, Minn., as station helper. His service with the M. & St. L. began in July 1922, at Fort Dodge, Iowa, as a telegrapher. One month later he became relief agent, and in 1926 was made agent-telegrapher at Rembrandt, Iowa, serving in the same capacity at Livermore, Iowa, from 1929 to 1936. Subsequently, Mr. Gustafson served as traveling freight agent at Minneapolis and later at Kansas City, Mo., until his appointment as commercial agent at San Francisco, Cal., in April 1941. Promoted to general agent at Denver, Colo., in October 1942, he was transferred in that capacity to Chicago in November 1947, where he was located at the time of his recent appointment.

Douglas E. Dahlgren, whose appointment as assistant freight traffic manager of the MINNEAPOLIS & ST. LOUIS at San Francisco, Cal., was announced in the December 23, 1950, *Railway Age*, was born at Minneapolis, Minn., May 17, 1907. Mr. Dahlgren entered M. & St. L. service in August 1924, as an office boy in the receiver's office. Subsequently he held various positions in the passenger department at Minneapolis and St. Paul, Minn., and in 1934 was made traffic agent at Minneapolis. From 1935 to 1938 he served as traveling agent at Cleveland, Ohio, later holding the same position successively at Indianapolis, Ind., and Chicago. He became general agent at San Francisco in 1941, in which capacity he remained until his recent appointment.

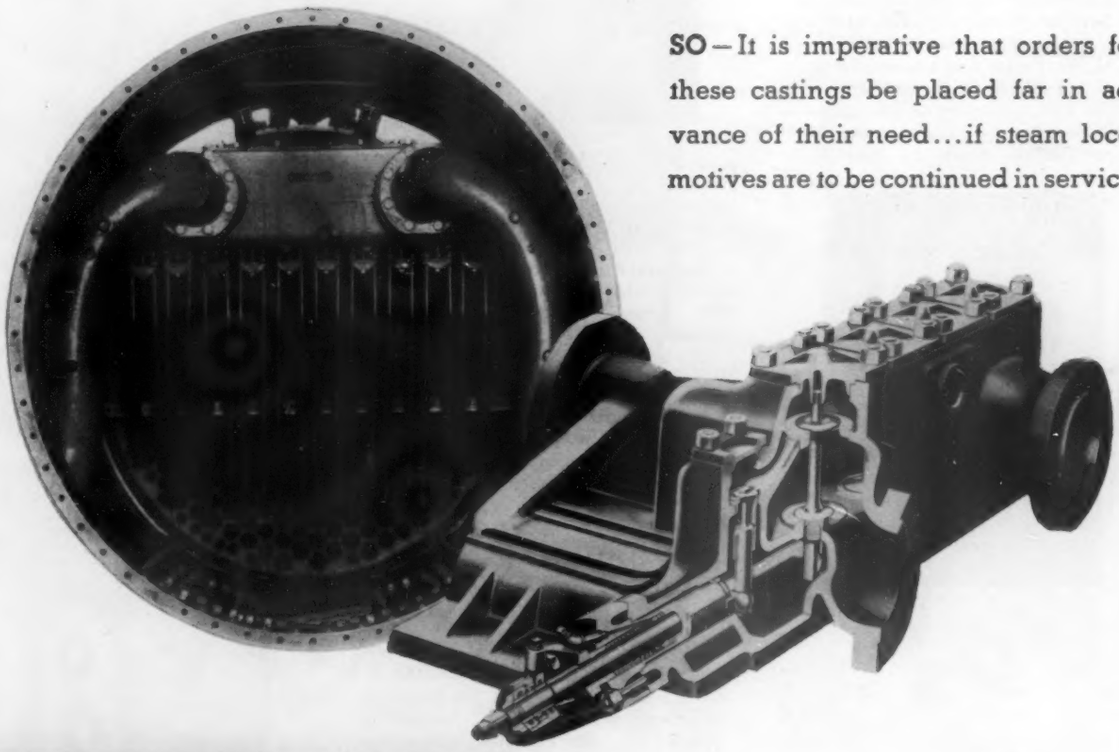
J. A. Swanson, whose promotion to general freight agent of the MINNEAPOLIS & ST. LOUIS at Minneapolis, Minn., was announced in the December 23, 1950, *Railway Age*, was born in that city on December 10, 1905. Following graduation from high school in June 1922, he entered railroad service with the Minneapolis, St. Paul & Sault Ste. Marie. After serving in various capacities in the rate department, including work on tariff compilation and as representative of the road at rate meetings, Mr. Swanson resigned to accept similar employment with the M. & St. L. in June 1932. Appointed chief of the M. & St. L.'s tariff bureau in March 1939, he was advanced two years later to assistant general freight agent, the post he held at the time of his recent promotion.

Thomas E. Keating, who has been promoted to assistant freight traffic manager of the MINNEAPOLIS & ST. LOUIS at Houston, Tex., as reported in the December 23, 1950, *Railway Age*, was born at Kiowa, Kan., May 29, 1901. He attended grade and high school at Ponca City, Okla. Mr. Keating began railroading in December 1919 in the passenger department of the Atchison, Topeka & Santa Fe at Oklahoma City, Okla., subsequently serving at Ponca City, Cushing and Kansas City, Kan., until October 1924. He then became employed in the traffic department of the Marland Oil Company, Ponca City, with which firm he

Look Ahead!

With shortage of foundry production for castings, such as superheater header and multiple-valve throttle castings—it is becoming next to impossible to make delivery promises because these castings are difficult to cast and machine. There is every indication that this trend will continue.

SO—It is imperative that orders for these castings be placed far in advance of their need...if steam locomotives are to be continued in service.



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remained until 1922, when he became associated with the Cosden Petroleum Corporation, Ft. Worth, Tex., as assistant traffic manager. Mr. Keating returned to railroading in December 1939 as traveling agent on the M. & St. L. at Dallas, Tex., and in October 1945 was transferred to Houston as general agent, from which post he was recently promoted.

J. W. Vessels, general agent of the MINNEAPOLIS & ST. LOUIS, has been promoted to assistant freight traffic manager, with headquarters as before at Washington, D. C. **Eugene Gardner** of the Washington staff has been advanced to general agent, to succeed Mr. Vessels.

Charles Le Roy Fuller, whose appointment as freight traffic manager (sales and service) of the MINNEAPOLIS & ST. LOUIS, with headquarters at Minneapolis, Minn., was announced in the December 23, 1950, *Railway Age*, was born on March 24, 1905, at Oskaloosa, Iowa, where he attended high school. Mr. Fuller first entered the service of the M. & St. L. in September 1925 as a stenographer at Minneapolis, in which capacity he was transferred to Des Moines, Iowa, in June 1927.

Charles Le Roy Fuller

The following December he became traffic agent at that point, and in 1928 moved to Cincinnati, Ohio, as traveling agent. From 1935 to 1938 he served as general agent successively at Indianapolis, Ind., and Minneapolis, subsequently becoming assistant general freight agent. In September 1945 Mr. Fuller was made assistant traffic manager, and in January 1949 was advanced to traffic manager, the position he held until his latest appointment.

R. A. Matheson, general passenger agent of the SOUTHERN at New York, has been transferred to Washington, D. C., succeeding **H. A. Cline,** promoted. **E. B. Howes** has been appointed district passenger agent at Baltimore, Md., succeeding **S. I. Barnes,** who has been appointed New England passenger agent at Boston, replacing Mr. Howes. **T. F. Davidson** has been appointed general passenger agent at New York, succeeding Mr. Matheson.

As reported in the *Railway Age* of December 30, 1950, **James P. Dervin** has retired as freight traffic manager of the NEW YORK CENTRAL SYSTEM at New York. Mr. Dervin was born at Center Rutland, Vt., in 1883 and entered railroad service in 1900 as a clerk in the accounting department of the Rutland at Rutland, Vt. He

James P. Dervin

joined the N.Y.C. in 1903 as a stenographer in the freight traffic department at New York and became chief clerk to the assistant general freight agent in 1911; chief of the tariff bureau in 1916; general freight agent in 1923; assistant freight traffic manager in 1929; and freight traffic manager in 1941.

H. R. Sampson, vice-president—traffic, of the CHICAGO & EASTERN ILLINOIS, has announced the opening of a new branch traffic office in Philadelphia, Pa., early in March. The new office, the C.&E.I.'s 39th traffic branch, will be in the Fidelity Philadelphia Trust building at 123 South Broad street.

John P. Brady, assistant to foreign freight traffic manager of the NEW YORK CENTRAL, has been appointed division freight agent, with headquarters as before at New York, succeeding **Stanley A. R. Lancto,** whose appointment as New England freight agent at Boston, Mass., was reported in the *Railway Age* of January 15.

W. S. Merchant, Chicago traffic manager for the ST. LOUIS-SAN FRANCISCO, is retiring after 41 years of service with that road. Effective March 1, **D. E. McKeithen,** traffic manager at Kansas City, Mo., will move to Chicago to succeed Mr. Merchant, and will in turn be succeeded by **A. C. Bringleson,** general agent at Pittsburgh, Pa. **C. A. Bergmann,** general agent at Buffalo, N. Y., will replace Mr. Bringleson. **Howard H. Knuth,** foreign freight agent at Chicago, will become Mr. Bergmann's successor. Mr. Merchant started with the Frisco in 1910 as a traveling passenger agent at Chicago. A year later he was made district passenger agent at Cincinnati, Ohio, and in 1918 was transferred to St. Louis, Mo. Two years later he returned to Chicago as general agent, moving to New York as general eastern agent in 1923. Mr. Merchant served as passenger traffic manager at St. Louis from 1929 to 1934, when he became traffic manager at Chicago.

Mr. Bringleson began service with the Frisco in 1914 as a clerk at Springfield, Mo. He subsequently held several clerical positions in the traffic department, and served as traveling freight agent and traffic representative working out of the road's Pittsburgh office. He became general agent at Pittsburgh in December 1945.

R. J. Prittie has been appointed industrial manager of the CANADIAN PACIFIC's Prairie and Pacific regions, and will continue to make his headquarters at Winnipeg, Man. He was formerly industrial commissioner for that territory. **L. R. Murray,** formerly industrial representative at Toronto, Ont., has been made industrial agent, a new post.

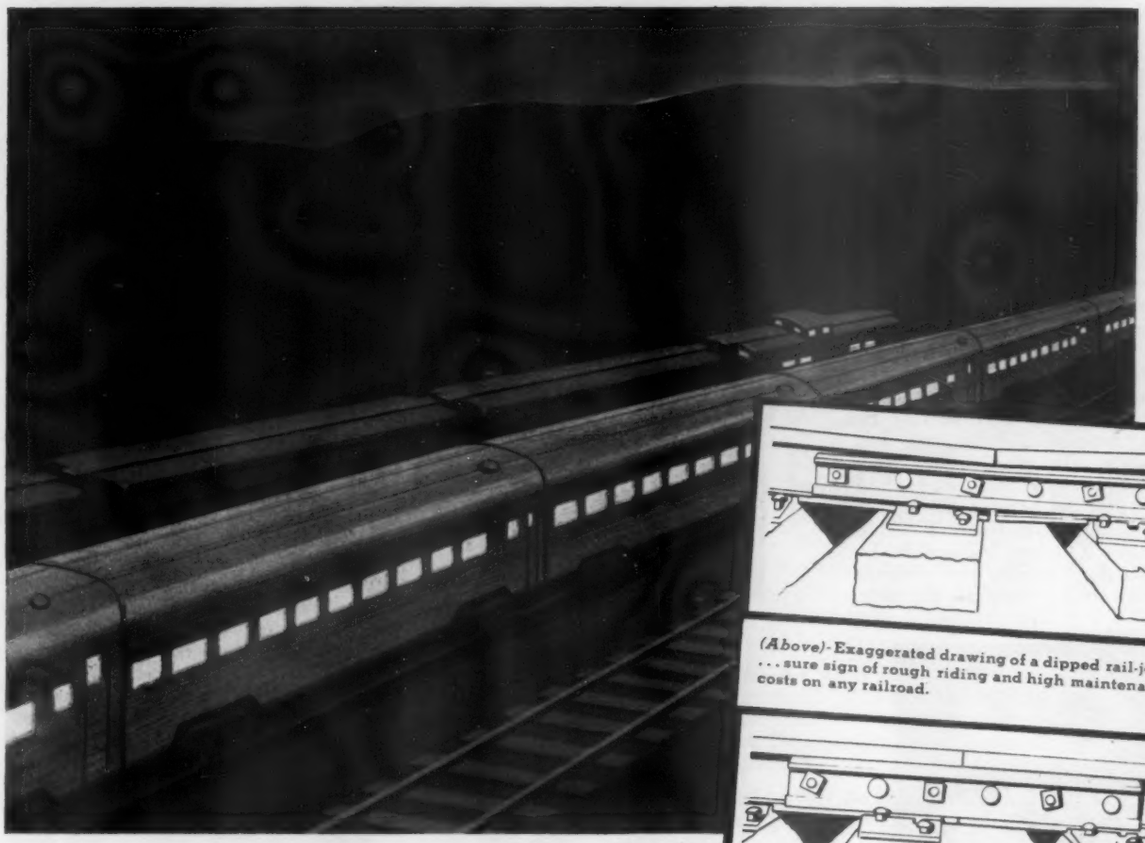
ENGINEERING AND SIGNALING

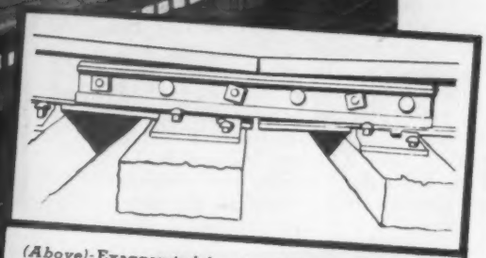
Ivan Allen Moore, who has been promoted to chief engineer of the CHICAGO & EASTERN ILLINOIS at Danville, Ill., as announced in the December 16, 1950, *Railway Age*, was born at Dearborn, Mo., April 14, 1896. He started with the C. & E. I. in November 1920 as assistant in the engineering corps and subsequently served as bridge inspector at Danville, being appointed supervisor of bridges and

Ivan Allen Moore

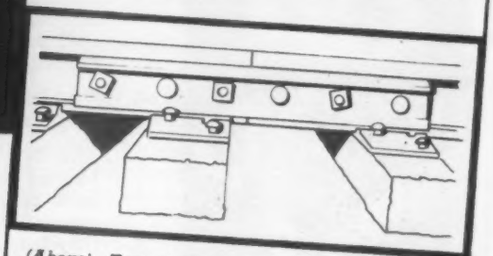
buildings at that point in 1933. From September 1941 to April 1946 he served as trainmaster at Salem, Ill., and then returned to Danville as special engineer. In September 1946 he became senior assistant engineer, and in November 1948 was appointed division engineer. Mr. Moore was advanced to assistant chief engineer in March 1949 the position he held before his latest promotion.

(News continued on page 64)





(Above)-Exaggerated drawing of a dipped rail-joint . . . sure sign of rough riding and high maintenance costs on any railroad.



(Above)—Typical drawing of a rail-joint brought to exact level *to stay* with the individually operated tamping arms of the Matisa Tamper.

●

(Below)—Tamping shoes of Matisa Tampers *do not* pound ballast to powder—vibratory pressure action compacts ballast *under* ties, as well as at sides.

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W. E. Mercer, engineer on the new power plant of the CANADIAN PACIFIC at Winnipeg, Man., and, for the past two months, relieving roadmaster for terminals there, has been promoted to division engineer of the terminals division at Fort William, Ont., succeeding **H. H. Tripp,** who has retired under pension regulations of the railway after 41 years of service.

As reported in the January 22 *Railway Age,* **George G. Amory** has been promoted to engineer maintenance of way of the CHICAGO & WESTERN INDIANA and the BELT RAILWAY OF CHICAGO, with headquarters at Chicago. Mr. Amory was born on July 22, 1889, at Evansville, Ind., and was graduated in civil engineering from Purdue University in 1912. In June of the same year he entered the service of the Chicago, Terre Haute & Southeastern (now Chicago, Milwaukee, St. Paul & Pacific), holding the positions of instrumentman, resident engineer,

George G. Amory

draftsman, office engineer and assistant to chief engineer. In 1921 he became employed as an engineer with Fred S. Jones, railroad contractor, and in 1922 went with the Dayton Scale Company as a salesman. Later he worked as a real estate salesman in Chicago, and in June 1923 joined the C.&W.I. and the Belt, with which he has served as assistant engineer, designer and office engineer, covering all phases of railroad construction, maintenance and planning. He held the position of office engineer prior to his promotion.

W. N. Downey has been appointed bridge engineer of the NASHVILLE, CHATTANOOGA & ST. LOUIS, at Nashville, Tenn.

MECHANICAL

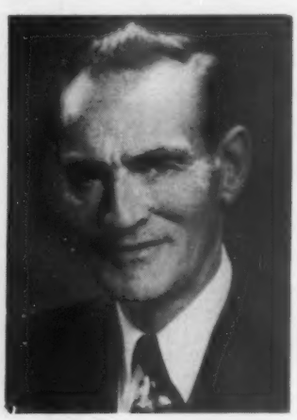
Edwin P. Stemshorn has been appointed assistant chief of car equipment of the CANADIAN NATIONAL at Montreal, Que., succeeding **George E. McCoy,** whose retirement was reported in the *Railway Age* of February 12. Mr. Stemshorn was born at Shubenacadie, N. S., and began his railway career in 1925 as a machinist apprentice in the motive power shops of the C. N. at Montreal. In 1931 he was transferred to the mechanical department at Montreal as a draftsman and in 1943 was promoted to inspector in the same of-

Edwin P. Stemshorn

fice, subsequently serving as assistant draftsman. Mr. Stemshorn became general foreman of the car department in 1947 and assistant works manager the following year.

SPECIAL

As reported in the *Railway Age* of January 29, **Joseph F. Doherty** has been appointed press relations manager of the CHESAPEAKE & OHIO at Cleveland, Ohio. Mr. Doherty was born at Philadelphia, Pa., on September 15, 1889, and attended St. Joseph's College, (1909). He entered railroad service in



Joseph F. Doherty

1923 with the Van Sweringen interests as special representative in charge of press relations and real estate for the Cleveland Terminal Development and the Nickel Plate. Since 1937 Mr. Doherty has served in a similar capacity on the C.&O.

David R. George, publicity representative of the LONG ISLAND at Jamaica, N. Y., has been promoted to publicity director, a new position. Mr. George will continue also as editor of the "Long Island Railroader," the monthly magazine for company employees.

OBITUARY

Walter Clement Leese, 62, general agent for the ATCHISON, TOPEKA & SANTA FE at Santa Barbara, Cal., since 1941, died of a heart attack at the Santa Fe hospital in Los Angeles, Cal., on February 9.

Robert E. Kennedy, real estate agent of the BALTIMORE & OHIO at Baltimore, Md., died at his home on February 12. Mr. Kennedy was born at Carrollton, Ohio, on December 3, 1885, and was graduated from high school there. He entered the service of the B.&O. in 1901 in the maintenance of way department, where he remained until he was appointed assistant city engineer of Alliance, Ohio, in 1906. He returned to the B.&O. in 1910 in the engineering department and was later transferred to the valuation department. Mr. Kennedy, as a first lieutenant of the 8th Ohio Infantry, was on military duty on the Mexican Border in 1916-1917. He returned to the B.&O.'s valuation department, but entered the Army again in 1917, becoming a captain in the 136th Machine Gun Battalion with the American Expeditionary Force in France, where he was wounded. In 1920 he became pilot engineer in the valuation department of the B.&O. and in 1939 was appointed special engineer in the office of the auditor of capital expenditures. In 1941 Mr. Kennedy became assistant to the chief engineer in the engineering department and on January 1, 1947, was promoted to real estate agent.

George W. Simpson, who served as a conductor on "Death Valley Scotty's" record breaking Los Angeles-Chicago "Coyote Special," and who later rose to the rank of superintendent of the ATCHISON, TOPEKA & SANTA FE'S Valley division in California, died recently at the age of 79 at Pacific Grove, Cal. He had been retired since 1942, when he closed out a career of 48 years with the Santa Fe.

It was on July 8, 1905, that Death Valley Scotty walked into the road's Los Angeles office, plunked down $5,500 in cash and asked for the fastest trip any human ever experienced to Chicago. At 1 p.m. the next day the "Coyote Special" left Los Angeles under Conductor Simpson, who handled the train as far as Barstow. The entire 2,265-mile run to Chicago was made in 44 hours, 54 minutes — a creditable performance even under standards of today, when the "Super Chief," traveling a route 41 miles shorter, makes the run in 39 hours, 45 minutes.

Mr. Simpson was born in 1871 at Plano, Tex., and entered railroad service in 1893 as a brakeman on the Nevada Southern (now part of the Santa Fe). He became Valley division superintendent at Fresno in 1928.

Current Publications

BOOKS

U. S. Industrial Design, 1951. 184 pages, illustrations. Published by Studio Publications, Inc., in association with Thomas Y. Crowell, 432 Fourth ave., New York 16. $10.

This is the second issue of the annual publication "U. S. Industrial Design," of the Society of Industrial Designers. It illustrates outstanding design achievements of the past year, and shows how industrial designers have helped to solve the many problems that confront every type of business in improving products, equipment, sales outlets, and packaging. Several hundred examples are shown. For the readers' convenience, the book is divided into seven sections, including one on transportation; each is prefaced by a brief discussion of the year's significant changes and developments.

California, by Andrew Hepburn and Harlan Logan. 108 pages, illustrations, maps. Published by Simon & Schuster, 1230 Sixth ave., New York 20. $1.

This is the second book in the American Travel Series, inaugurated with "Florida." The series is planned to provide, at low price and in convenient form, information on important travel and vacation areas of the country.

TRADE PUBLICATIONS

Bulletin 1324. 8 pages. Published by Baker Industrial Truck division of Baker-Raulang Company, Cleveland 2, Ohio. Free.

This descriptive bulletin gives facts on Baker's FT line of fork trucks, in capacities of from 3,000 to 4,000 lb. Detailed specifications are provided, as well as dimensioned drawings for showing maneuverability. In addition, the booklet shows some of the many attachments for performance of work which it is not practical to perform with standard forks.

An Engineering Achievement. Model "W" Electric Pallet Truck by Towmotor. 20 pages. Published by Towmotor Corporation, 1226 East 152nd st., Cleveland 10. Ohio. Free.

A well illustrated booklet giving engineering and operating details of this new piece of equipment.

Portland Cement Association; Dedicated to Progress. 23 pages, illustrations. Published by the Portland Cement Association, 33 W. Grand ave., Chicago 10. Free.

This brochure pictorially describes the Portland Cement Association's new research and development laboratories near Chicago, and tells of its other widespread activities.

Vapor Steam Generator. Bulletin 1213. 38 pages, illustrations. Issued by Vapor Heating Corporation, Railway Exchange bldg., Chicago.

This bulletin covers the operation of Vapor steam generators in diesel locomotive service, with particular reference to severe cold weather operation. It also includes papers on new features of engineering design, periodic maintenance, water treatment and a stenographic report

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of exceptionally frank and pertinent discussion at an all-day conference of about 130 representative railroad diesel experts from 45 railroads. The conference, sponsored by Vapor, was held at Chicago on September 21, 1950.

PAMPHLETS

Standards Are Your Business. 24 pages. Published by the American Standards Association, Inc., 70 E. 45th St., New York 17. Free.

This pamphlet is an effort by the association to explain itself and its work to the heads of American corporations. It emphasizes the value of standards of nationwide scope, rather than company or industry standards, and tells how these national standards mean dollar savings to manufacturer and consumer alike.

You and the Big Truck; The Essentials of the Highway Competitive Situation. 4 pages. Available from the Boston & Maine Railroad, Boston 14, Mass.

This little folder is a joint statement of the B.&M. and the Association of General Chairmen of its standard railway labor organizations. It calls attention to the increase in the number of big trucks; the overloading of highways caused by them; and the relatively low "taxes" paid by big trucks as compared with the proportionately larger taxes paid by light trucks.

Apprenticeship Pays Dividends. 15 pages. Published by the Bureau of Apprenticeship, United States Department of Labor, Washington 25, D. C. Free.

Designed especially for employers, this pocket-size pamphlet outlines 10 ways in which apprenticeship nets worthwhile returns. Also listed are other publications on the subject of apprenticeship which may be obtained from the bureau, and the regional offices of the bureau and state apprenticeship agencies.

American Trucking Trends, 1950, prepared by American Trucking Associations, Inc. 45 pages, charts. Available from the Public Relations Department, A.T.A., 1424 Sixteenth st., N. W., Washington 6, D. C. Free.

This, the fourth issue of "Trends," brings up to date earlier booklets bearing the same title. It contains information on trends in truck registrations, tonnage and ton-miles, taxes, wages, employment, average load, average haul, and many other significant factors concerning motor carrier operations. Much of the data are taken from official annual reports to the Interstate Commerce Commission of the 2,728 Class I motor carriers. Regional breakdowns of this information make it possible to see at a glance the great differences in truck operating characteristics in different parts of the country.

PERIODICAL ARTICLES

Progressive Management Meets Competition, by Julian Griffin. The Clevelander, October, 1950. Published by the Cleveland Chamber of Commerce, Cleveland, Ohio. Single copies, 20 cents.

A brief appraisal of the Erie's progress in recent years. It also contains a list of "famous firsts" claimed by the Erie.

Anyone Can Travel, by Thomas Sugrue. American Magazine, January, 1951, pp. 20 et seq. Published by Crowell-Collier Publishing Company, 640 Fifth ave., New York 19. Single copies, 25 cents.

The author, confined to a wheel chair by arthritis, tells of the ease with which he travels both in the United States and abroad. "No single traveler can be aware of all the services available to him on our transportation systems, because no single traveler could conceivably need them all," he states. In describing the enjoyment he gets from travel and the courtesies shown him by persons associated with the travel-transportation business everywhere, Mr. Sugrue writes "The lengths to which railroad men will go to cater to the ordinary traveler's whims has often amazed me." He recalls, how, on a trip on the Santa Fe from Chicago to Los Angeles, the dining car steward inquired about his food preferences and on each day of the journey served one of his favorite dishes. He tells also of how a trip from Washington to New Haven was made pleasant for him. "I have had similar experiences on practically every railroad in the United States," Mr. Sugrue says. He cites similar services performed by other modes of transportation and has something to say about the part travel plays in promoting international understanding.

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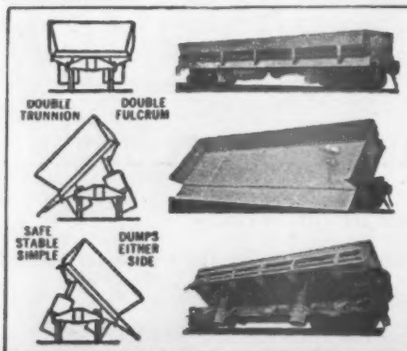

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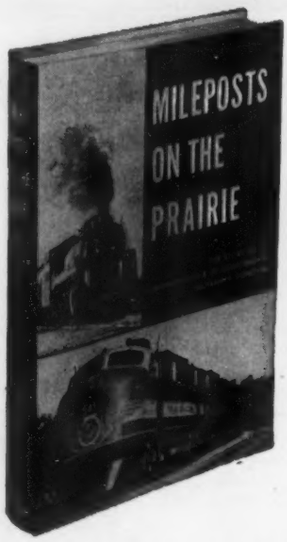
MILEPOSTS ON THE PRAIRIE

By Frank P. Donovan, Jr.



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